

"CAILLE"
PORTABLE MOTORS
FOR ATTACHING TO
LOWBOATS.
Shipments just to hand with
the latest improvements and
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ALEX. ROSS & Co.,
Agents,
Tel. 27. 4, Des Vaux Road.

Hongkong Daily Press.

**Bovril develops
big reserves of
strength**
IT MUST BE BOVRIL
BRITISH TO
THE BACKBONE
[403-3]

ESTABLISHED 1867.

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[403-3]

No. 17,804 號四零百八千七萬一第 日二十二月四年卯乙 HONGKONG, FRIDAY, JUNE 4TH, 1915. 五拜禮 號四月六年四國民華中 PRICE, \$3 PER MONTH.

THE HOME MAILS.

TO ARRIVE.	
June 4th.	The English mail, per s.s. Maiza.
TO DEPART.	
June 4th.	Europe via Siberia, at 4 p.m., per s.s. MAIZA.
June 5th.	Straits, Burma, Ceylon, Aden, Western Australia, India, Aden, Egypt and Europe, at 11 a.m., per s.s. CHENAN.
June 5th.	Europe via Siberia, at 4 p.m., per s.s. CHENAN.
June 8th.	Europe via Siberia, at 11 a.m., per s.s. CHENAN.
June 8th.	Shanghai, North China, Japan, via Nagasaki, Honolulu, United States, South America, and Canada via San Francisco, and United Kingdom via Canada, at 11 a.m., per s.s. CHENAN.
June 8th.	Europe via Siberia, at 3 p.m., per s.s. ANNU.
June 11th.	Formosa via Keelung, Shanghai, North China, Japan via Miji, Victoria, B.C., Tacoma, and United Kingdom via Canada, at 1 p.m., per s.s. CHENAN.
June 15th.	Formosa via Keelung, Shanghai, North China, Japan via Miji, Victoria, B.C., Seattle, Wash. and United Kingdom via Canada, at 3 p.m., per s.s. ANNU.

N.B.—For further returns and for Mails to and from the Coast Ports, Manila, Siam, etc., see the Post Office Notice on the last page of this issue.

INTIMATIONS
GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
In Casks 37½ lbs. net.
In Bags 50 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 9th December, 1914. [57]

MITSU BISHI GOSHI KWAISHA.
(MITSU BISHI CO.)
COAL DEPARTMENT
SOLE PROPRIETORS OF TAKASHIMA
OGHI, MUTABE, YOSHINO, KAWA,
KAMAZUTA, SATO, SHINNEW,
AND KAMITAMADA Collieries.
AGENTS FOR
SAKITO AND OTUBARI Coals.
HEAD OFFICE—MARUNOUCHI,
TOKYO.
BRANCH OFFICES—NAGASAKI,
MOI, KARATSU, WAKAMATSU,
OTABU, MURAHAN, HAKODATE,
KOBÉ, OSAKA, KURE, TOKYO,
YOKOHAMA, NAGOYA, TSURUGA,
SHANGHAI, HONGKONG, HANKOW,
PEKING.
Cable Address for above: "IWASAKI."
Codes: A.I. B.C. 5th Ed., Western Union.
AGENTS—Messrs. GHEARING & Co.
MANILA—Messrs. MACANDRAY & Co.
SINGAPORE—Messrs. BORNHO & Co., Ltd.
GLASGOW—Messrs. A. B. BROWN,
MORRIS & Co., Ltd.
For Particulars, apply to—
K. KATO,
Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 24th April, 1914. [540]

PEAK TRAMWAY COMPANY.
LIMITED.
TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 " " 10.00 " "	" " " "
10.00 " " 11.00 " "	" " " "
11.30 " " 12.45 p.m.	" " " "
12.45 p.m. to 1.15 " "	" " " "
1.15 " " 1.45 " "	" " " "
1.45 " " 2.15 " "	" " " "
2.15 " " 2.50 " "	" " " "
2.50 " " 3.10 " "	" " " "
NIGHT CARS.	
8.50 p.m. and 9.00 p.m.	8.30 to 11.00 p.m.
Every Half-Hour.	
1.00 p.m. to 11.45 p.m.	Every Quarter-Hour.
SUNDAYS.	
7.45 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 " " 11.00 " "	" " " "
11.00 " " 12.00 noon	" " " "
12.00 noon to 1.00 p.m.	" " " "
1.00 p.m. to 5.00 " "	" " " "
5.00 " " 6.00 " "	" " " "
6.00 " " 7.00 " "	" " " "
7.00 " " 8.10 " "	" " " "
NIGHT CARS on Week Days.	
Extra Car at 12 Midnight.	
SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vaux Road Central.	
JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 29th May, 1914. [1467]	

MITSU BISHI
DOCKYARD AND ENGINE WORKS.
A.I., A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Contradict Condensers, Stone's Manganese, Bronze Castings,
Parson's Steam Turbines and Turbo-Alumators, &c., &c.
NAGASAKI.
TELEGRAPHIC ADDRESS: "DOCK," NAGASAKI.
GRAVING DOCKS AND PATENT SLIP.
Length on Keel Blocks ... 510 feet ... Dock No. 1 ... 270 feet ... 714 feet.
Width of Entrance on bottom ... 75 " ... 88 " ... 88 " ... 88 "
Water on Blocks at Spring Tide ... 25 " ... 24 " ... 24 " ... 24 "
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
The Salvage Steamer "OURA MARU," 18 tons and 12 knots.
Two Floating Cranes of 60 and 30 tons each, besides 150 tons Giant Crane.
KOBÉ.
TELEGRAPHIC ADDRESS: "WADADOCK," KOBÉ.
FLOATING DOCK.
Lifting Power ... No. 1. 7,000 tons. No. 2. 12,000 tons.
Max. Length of Ship taken in ... 460 feet ... 530 feet.
Max. Breadth of Ship taken in ... 58 " ... 66 " ... 66 " ... 66 "
Max. Draft of Ship taken in ... 22 " ... 28 " ... 28 " ... 28 "
The Salvage Steamer "ARIMA MARU," Pumping capacity per hour 3,400 tons.
HIKOSHIMA (Near Shimomoseki).
TELEGRAPHIC ADDRESS: "DOCK," SHIMOMOSEKI.
GRAVING DOCK.
Length on Keel Blocks ... 388 feet 0 inch.
Breadth at Entrance on bottom ... 58 " ... 58 " ... 58 " ... 58 "
Depth of Water on Blocks at Spring Tide ... 25 " ... 25 " ... 25 " ... 25 "
Floating Crane capable of lifting 20 tons weight.
THE NAGASAKI, KOBÉ, AND HIKOSHIMA DOCKYARDS
are closely connected with each other, enabling them to co-operate in the prompt execution
of work and to suit the convenience of customers.
Any Orders will be promptly attended to and Estimates sent on application. [605]

THE KAILAN MINING
ADMINISTRATION.
KAIPING COAL:
Now well-known throughout the East for
STEAM RAISING, FORGING, STEEL MAKING, SHIPS'
BUNKERS AND HOUSEHOLD PURPOSES.
KAIPING COKE:
Competes with the best quality English Coke or
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.
HIGHEST **FIREBRICKS** GRADE
FIRECLAY.
STOCK ALWAYS ON HAND.
OFFICE: QUEEN'S BUILDINGS, HONGKONG. TEL. ADD.: MAISHAN, HONGKONG.
TELEPHONE No. 1080.
DODWELL & CO., LTD.,
Hongkong, 1st October, 1914. AGENTS. [144]

SOUTH MANCHURIA RAILWAY.
TRAVERSING THE NEWEST AND MOST INTERESTING COUNTRY
OPENED TO THE TOURIST AND HOLIDAY-MAKER.
THE SHORTEST, QUICKEST, AND CHEAPEST ROUTE BETWEEN THE
FAR EAST AND EUROPE IS STILL VIA THE
SOUTH MANCHURIA RAILWAY.
Time-Table from May 1st, 1915, until Further Notice.
Owing to the War the THIRICE-WEEKLY EXPRESS TRAIN SERVICE has been
temporarily suspended, and a ONCE WEEKLY EXPRESS TRAIN SERVICE, composed
of excellently equipped Dining and First and Second Class Sleeping Carriages operated between
Dairen and Changhai in connection with the Trans-Siberian Express Trains and the
Dairen Saiton (Tientsin) Shanghai Mail Steamer Service by the S.S. "SAKAKI MARU"
and "KOBÉ MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.		SOUTH BOUND.	
1st Class Fare	2nd Class Fare	1st Class Fare	2nd Class Fare
Shanghai to Dairen	Shanghai to Dairen	Dairen to Shanghai	Dairen to Shanghai
...

* Russian Train Time is 23 minutes faster than the S.M.R. Time.
The above fares do not include the Express Train North Fee.
To the daily train leaving Dairen at 8 a.m. for Changhai and then leaving Changhai
at 11.30 a.m. for Dairen a Compartment Car has been attached, on which First-Class
passengers can secure sleeping accommodation on payment of Yen 2½.
RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. "Yamato"). A
Dairen, Port Arthur, Mukden, Changhai, and Koshigaura (the finest sea-side resort in
North China), all under the Company's management.
TICKET AGENTS.—The Company's Railway and Steamer Tickets are obtainable
at all the Agencies of the INTERNATIONAL TRAVELING CAR & EXPRESS TRAVELING CO.
Messrs. THOS. COOK & SON, the NORDEN, RUSSELL & CO., and
NIPPON YOKEN KAISHA, Shanghai, from whom all information, time-tables, pictorial
guide-books, etc., can be obtained free, or direct from the
SOUTH MANCHURIA RAILWAY CO., DAIREN.
Tel. Add.: "MANITOU." Codes: A.B.C. 5th Ed., A1 and Lieber's.

FUSHUN COAL
THE BEST STEAMING COAL IN THE FAR EAST.
Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots
and also at Antung, Chafoo, Shanghai, Hongkong, Manila, Singapore, and Penang.
MINING DEPARTMENT.
SOUTH MANCHURIA RAILWAY CO., DAIREN [1468]

MAMPEI HOTEL,
KARUIZAWA.
3,270 FEET ABOVE SEA LEVEL.
THE BEST SUMMER RESORT IN JAPAN.
Dry and Invigorating Air.
Guides for the Ascent of the Volcano ASAMA.
Strictly First-Class Hotel in Karuizawa.
13 miles from the Railway Station.
Special Terms offered for Prolonged Stay.
Tennis Courts, Billiards, Library.
Cable Add. "MAMPEI" KARUIZAWA.
Phone No. 25, KARUIZAWA.
K. SATO,
Proprietor and Manager. [518]

BLACKLOCK & MACARTHUR, LTD.
OLYDESDALE PAINT AND OIL WORKS,
GLASGOW.
MANUFACTURERS OF
WHITE LEAD, PAINTS, COLOURS, VARNISHES.
OIL REFINERS, ETC., ETC.
CONTRACTORS TO HIS MAJESTY'S GOVERNMENT, COLONIAL
AND FOREIGN GOVERNMENTS, RAILWAY AND
STEAMSHIP COMPANIES, ETC.
PRICES AND PARTICULARS FROM—
WM. STEWART & CO.
ALEXANDRA BUILDINGS,
SOLE REPRESENTATIVES.
Hongkong, 1st December, 1914. [33]

WM. STEWART & CO.
TIMBER MERCHANTS, MEASURERS, AND TIMBER EXPERTS.
5, ALEXANDRA BUILDINGS.
IMPORTERS of Teak, Hardwood, Oregon Pine and Japanese Oak in Logs and
Planks.
Teak and Hardwood supplied Machine Sawn to any Dimensions.
Floorings—Sizes to Order.
Philippine Hardwood Wharf Piles in lengths up to 60 feet.
The attention of Architects, Civil Engineers and Contractors is directed to the
superior range of Philippine Hardwoods suitable for constructional purposes.
Prices and Samples on application.
Telegrams—Rosewood. Telephone No. 11465. P.O. Box No. 639
Hongkong, 2nd May, 1914. [51]

THE YOKOHAMA DOCK CO.,
LIMITED.
Telegraphic Address: "DOCK," Yokohama.
Codes used:—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A1 and Watkins's.
DRY DOCK DEPARTMENT:—Telephone Nos. 376, 506, 631, 2050, 3470.
NO. 1 DOCK, Docking Length 615 ft. NO. 2 DOCK, Docking Length 376 ft. NO. 3 DOCK, Docking Length 481 ft.
Every description of repair work undertaken. A large assortment of material
including tall shafts are kept in stock. Two powerful tow boats, floating dock to
lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers,
tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.
WAREHOUSE DEPARTMENT:—
99 buildings, principally of brick and steel, containing private bonded warehouses
and sugar consignment tax covered warehouses. Floor area 67,917 square yards, or 16 acres.
Every description of warehousing, Custom-house brokerage and insurance under-
taken. Rates moderate.
Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses. [112]

APPLICATIONS FOR AGENCIES IN
CHINA AND JAPAN.
Should be sent to our Agent—
MR. T. RUDDIMAN JOHNSTON,
18, Mikawadai-machi, Asakusa, TOKYO, JAPAN.
SHACKELL, EDWARDS & CO., LTD.
MAKERS OF
PRINTING INKS
FOR OVER 120 YEARS.
RED LION PASSAGE, FLEET STREET, LONDON, E.C.

HOTELS
THE HONGKONG
HOTEL
AND
GRILL ROOM.
J. H. TAGGART,
Manager. [16]
KING EDWARD
HOTEL.
CENTRAL LOCATION.
ELECTRIC LIGHTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Telephones: No. 373.
Tel. Address: "VICTORIA."
FRANK L. COOKE,
Manager. [38]

GRAND HOTEL.
QUEEN'S ROAD CENTRAL.
A FIRST-CLASS AND UP-TO-DATE
HOTEL, most Central Location within
the vicinity of all the Principal Banks.
Noted for the best Food, Refreshment
Accommodation and Cleanliness. Cuisine under
European Supervision. A First-Class String
Orchestra renders selections from 5.30 p.m.
to 11.30 p.m.
Special monthly terms for residents and for
Shipping people.
For further particulars apply—
MANAGER.
Telephone 197.
Telegraphic address: "COMFORT." [39]

PEAK HOTEL.
1,400 FEET ABOVE SEA LEVEL.
FIRST-CLASS RESIDENTIAL and
TOURIST HOTEL. Unrivalled for
Comfort, Health and Convenience. Telephones
in Every Room, prompt connection maintained
by six lines to Central.
Fifteen Minutes from Principal Landing
Stage. Moderate Tariffs and Excellent Cuisine.
Roof Garden and Social Rooms. European
Runner meets Steamers.
P. O. PEUSTER,
Manager. [109]

THE NEW MACAU
HOTEL.
THIS LARGE and ROOMY HOTEL
is now OPENED under NEW
MANAGEMENT. The place has been
renovated throughout and entirely refurnished.
Situated on the Praia Grande facing the sea,
a cool breeze is enjoyed all the year round.
LARGE and COMFORTABLE DINING
ROOM facing the sea. Cuisine under
experienced supervision. Terms moderate.
For further particulars, apply to—
THE MANAGER,
Macau.
Tel. Add. "Thomaz," Macau.
1st February, 1915. [373]

"BOA VISTA HOTEL,"
MACAO.
THE above HOTEL will be Opened on
the 15th June, 1915, under European
Management.
Terms Moderate.
Apply to—
THE MANAGER.
Macao, 1st June, 1915. [620]

THE VICTORIA HOTEL
AND
GRILL ROOM.
ON THE BRITISH CONCESSION, SHAMKIN,
CANTON.
THE ONLY EUROPEAN HOTEL
IN CANTON.
A la Carte Grill Room.
Dining Room seating 200 guests.
Elegant Lounge and Reception
Social Hall and Music Rooms
Private Dining Rooms.
Ladies' Drawing Rooms.
Smoking and Reading Rooms.
Private Bar and Billiard Rooms.
Roof Garden.
Under the Management of Mr. and Mrs.
G. E. EYLES [455]

ENTERTAINMENTS



INSPECTION OF OUR NEW MODELS
SOLICITED.

EXCLUSIVE AGENTS:

MOUTRIE'S.

BEFORE LEAVING FOR HOME

ON A HOLIDAY

ORDER THE

"HONGKONG WEEKLY PRESS"

TO BE SENT TO YOU, AND SO

KEEP IN TOUCH WITH THE FAR EAST.

ALL THE NEWS OF THE WEEK FULLY RECORDED,
INCLUDING THE MOVEMENTS OF THE LOCAL MARKETS.

24 PAGES! 24 PAGES!! 24 PAGES!!!

ASAHI BEER

DRINK

ALLSOPP'S

BRITISH PILSENER

BEER.

SOLE AGENTS:

CALDBECK,
MACGREGOR & CO.

WINE & SPIRIT MERCHANTS.

15, QUEEN'S ROAD CENTRAL.

HONGKONG TIDE TABLE.

From 4th to 10th June.

Days of Week	Days of Month	HIGH WATER		LOW WATER	
		H.K. Mean Time	Height	H.K. Mean Time	Height
Fri.	4	5.43 a.m.	6.25	3.19 p.m.	1.5
Satur.	5	4.39 a.m.	8.51	10.10 a.m.	1.9
Sun.	6	5.17 a.m.	10.50	10.50 a.m.	3.5
Mon.	7	6.50 a.m.	11.37	11.37 a.m.	2.5
Tues.	8	7.10 a.m.	1.62	1.62 p.m.	2.3
Wed.	9	6.44 a.m.	0.13	1.46 p.m.	1.8
Thurs.	10	7.9 a.m.	2.25	2.25 p.m.	1.3

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 3rd.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.82	29.94	29.92
Temperature	76	77	83
Humidity	84	94	75
Wind Direction	East	East	South.
Force	4	4	2
Weather	0	0	0
Rain	0	0.07	—

Highest open air Temperature on 2nd ... 87.
Lowest open air Temperature on 2d ... 75.

CHINA AND THE SILVER MARKET.

Messrs. S. Montagu & Co. in their latest report state:—An element of uncertainty is introduced by the fact that over a million sterling of silver is held here on China account, and at any opportunity deemed favourable for such an operation China is prepared to unload a portion of its holding, possibly to be replaced later on. This has been experienced during the week. A shipment of 600,000 ozs. has been made from San Francisco to Hongkong.

THE CHINESE PATRIOTIC TAX.

In reply to a telegram inviting opinions regarding the collection of the Patriotic Tax by levying an additional tax upon the land, the Governors of the provinces have wired the Government, expressing their unanimous opinion in favour of the scheme. To show the Government their willingness to support the enforcement of this policy, the authorities of—Chihli province have promised to raise \$800,000 a year; Kwangtung, \$600,000; Kiangsu, \$500,000; Szechuan \$200,000; and Hupoh, \$700,000.

CANNED GOODS TRADE IN CHINA.

The Board of Trade have received from the British Embassy at Washington a copy of a report on the canned goods trade in the Far East, issued by the United States Department of Commerce. It appears that the trade with China in canned goods is carried on by wholesale merchants in the Treaty Ports—mainly in Shanghai and Hongkong. Scarcely any canned goods go beyond the Treaty Ports, except to the missionaries. The present demand for canned goods in China is limited practically to the foreign element. Personal observation and inquiries confirmed the impression that canned goods are not sold to many of the native Chinese, yet it is noticeable that many western customs have crept in, and in matters of food there is a tendency to adopt western dishes. Condensed milk has become an important article of import into both China and Japan, and has penetrated into the inner parts of China with only a small amount of advertising. With the exception of the trade in condensed milk, it appears that in Japan, and in China, the imports of canned goods are sold principally to the foreign population, and each nationality, of course, prefers the canned goods of its own country. If there is to be any great increase in the sale of these foods it must be to the Japanese themselves. The report may be consulted by United Kingdom firms interested at the Commercial Intelligence Branch of the Board of Trade, 73, Bevington-street, London, E.C.

DUTCH EAST INDIAN LOAN.

In the course of a written reply to questions regarding the issue of the Netherlands Indian Loan the Minister for the Colonies, Mr. Pleyte, states that a view of the floating debt of \$1,000,000,000, it was necessary to issue Netherlands Indian bonds, and declared: For then it is to be feared that owing to the great need of money the rates of interest would be higher and the terms of the loan more onerous. Moreover, the money lent both in and outside the Netherlands, under the pressure of the war, had been little inclination to take up a loan paid by a creditor who came on the market for the first time and gave no security for the fulfilling of his obligations. If the Minister's opinion is thus, it is the circumstances, fully justifiable to defer the financial burden of the agreement made with the banking groups, even if at first only \$1,400,000, viz., two-fifths of the loan could thereby be placed.

UNITED STATES FOREIGN BORN.

The statistics with regard to its foreign-born population were as follows:—	
Total population of the United States	91,972,936
Born in the United States	59,728,894
Born elsewhere	32,244,042
	91,972,936
Born in Germany	8,262,618
Born in Austria-Hungary	2,000,559
	\$10,263,177
Others "foreign born"	21,980,865
Total "foreign-born"	32,244,042

HONGKONG TRAMWAY CO., LD.

The following are the Company's figures for week ending May 29th:—
Receipts \$ 9,488
Decrease compared with corresponding week last year 2,605
Aggregate to date:—
No. of weeks 22
Total \$211,473
Decrease to date 25,815
The Censor's blue pencil has been heavily used on the Navy List, the first quarterly issue of which appeared recently. The most important section—that containing the names of all warships, with their officers and gunpower—has been taken out bodily; while only the names of merchant vessels commissioned as H.M. ships and auxiliary craft are given.

INTERESTING SHIPPING JUDGMENT.

MARINE-INSURANCE POLICIES.

The Court of Appeal has delivered a considered judgment which had been awaited by shipowners and underwriters with unusual interest and with some degree of anxiety. The customary form of marine insurance policy contains a clause insuring against "restraints and detentions of all kinds, princes, peoples of what nation, kings, princes, and peoples of what nation, and scope of these words. The meaning and scope of these words. The interpretation now placed upon them by the Court—the Lord Chief Justice and Mr. Justice May, Lord Justice Swinfen Eady dissenting—will make necessary some modification of the risks included in marine insurance policies, should the House of Lords uphold the decision. The plaintiffs in the action were the owners of cargoes of linseed shipped in British steamers at Buenos Aires and consigned to Hamburg, July. After war had broken out the vessels, upon approaching these shores, were diverted by the Admiralty to British ports, and there was some consequent depreciation in the value of the cargoes. Meanwhile trading with the enemy had been prohibited by proclamation and the cargoes of the voyage of the steamers became illegal. In these circumstances the owners of the cargoes claimed for a constructive total loss. The Court, in dismissing the appeal from the decision of Mr. Justice Bailhache, laid down the principle that no actual exercise of force is necessary to constitute the "restraint of princes"; it is sufficient if the master of the vessel is subordinated to the voyage in obedience to an act of State. The position is now that under the restraint clause in its present form a British subject insures himself against loss caused by a compliance with the laws of his country or the commands of his Government, but he does not insure himself against a loss caused by a defiance of those laws or commands.

A CARGO DISPUTE.

LONDON PRIZE COURT JUDGMENT.

In the Prize Court, London, on 26th April, before the Right Hon. Sir Samuel Evans, the case of the *Feliciata* (part cargo ex) the Crown claimed, under the condemnation of 100 barrels of fish oil and 574 Japanese oak logs, sold by Masuda & Co. of Yokohama, to Hesse, Newman & Co. of Hamburg and Bremen. The goods were shipped in the British steamship *Feliciata*, which had been chartered to a German firm, and was running in the Rikmers Line. They were seized in the London Docks in September last. Mr. Madlocks appeared for Masuda & Co. who claimed that they had exercised a right of stoppage in transit, and that the goods had reverted to them. Mr. H. Stranger, on behalf of Mr. Alfred Buck, appeared for the Mercantile Bank of India, who had a claim as pledgees, (Counsel on their behalf admitted that their claim was covered by the decision in the *Odessa* (31 *The Times* L.L., 148), but their time for appeal was extended until the *Odessa* appeal had been heard.) The learned President said that the only ground now put forward by the claimants was that by reason of the failure of Hesse, Newman & Co. to meet their acceptances given for the price of the goods and/or by reason of their insolvency, Messrs. Masuda & Co., before the seizure of the goods, had exercised the right of stoppage in transit, and that the property in the goods had therefore reverted to them. Counsel for the claimants had argued that the notice of stoppage in transit had been given before seizure, and that under Section 62, Sub-section 3 of the Sale of Goods Act, Hesse, Newman & Co. must be deemed to be insolvent, as they had ceased to pay their debts in the ordinary course of business. As to the first point, it was quite true that various steps were taken by the Customs officers on behalf of the Procurator-General before the final act of taking possession of the goods, but, as his lordship had pointed out before, the seizure was the first one—the act of detention. The evidence was that the goods were detained on Sept. 2, and the final seizure took place on Sept. 17, when it was determined to bring the cargo into the Prize Court. It was not until Sept. 13 that the solicitor for the claimants put forward to the collector of Customs the notice of stoppage relied on. That was enough to dispose of the case, but his lordship would add that he would have required a great deal of argument to convince him that people who declined to pay one of their ordinary course of business, but who could be deemed to be insolvent, when the meaning of the Sale of Goods Act, the goods in question would be deemed.

NW P. AND O. STEAMERS.

A new steamship *Kalyon* has been completed for the Peninsular and Oriental Company at the yard of Messrs. Cammell, Laird & Co. Birkenhead, and is fixed to begin her maiden voyage in June, when she will leave London for Bombay by the Indian mail. This vessel is the last to be delivered of the new class of 3,000-ton passenger steamers known as the "P. and O. class" which the company are building at the yard of Messrs. Cammell, Laird & Co. at Birkenhead. Notable features of these steamers are the great breadth and length of their sheltered promenade decks, and the comfort and simple elegance of their public rooms. The main dining room, which is fitted with restaurant tables, is situated forward on the far deck, and extends forward to the sides of the ship, being lighted from the sides and forward by 16 large windows or picture galleries. On the hurricane deck above the main deck are smoking saloons; the second cabin and a limited number of first-class deck cabins. Accommodation is provided on the hurricane and spar decks for 79 first and 68 second-class passengers in cabins, the majority of which are outside or polo cabin for one or two persons only. 12 of the cabins are furnished with writing tables, and each of the cabins is provided with an electric ventilation fan and the attachment to every bed of a reading lamp are conveniences which will be appreciated. It may be added that the five fore-runners of the new class which have been placed in commission at intervals during the past two years have amply fulfilled the expectations of the designers and the travelling public.

MANCHURIAN MINES.

THE TERRITORY WHICH JAPAN HAS ACQUIRED.

According to the latest investigation made by the Japanese Colonization Bureau of the Three Eastern Provinces, the area of wild land in Mukden province is 194,400,000 cho; 245,000,000 cho in Kirin province; and 361,800,000 cho in Amur province. When cultivated these tracts of land would be sufficient to support a population of 60,000,000. Japan has obtained the right of freely working mines and owning land in Manchuria by virtue of the prospective treaty, but that does not mean the immediate outburst of enterprises in those provinces. In South Manchuria money has been invested in land by the South Manchuria Railway Company to the extent of 4,000 cho, and by other private persons to the extent of 7,000 cho, all in the form of lease from the native owners. The South Manchuria Railway Company has selected a barren land with the object of converting it into paddy fields. The lots have been bought at 9 yen and some expenses have been spent on them for development. The average rate of returns is said to be 12 per cent. In South Manchuria there is no extensive wilderness calculated to make wood paddy fields. Vegetable farms can be got at 30 yen or upward per cho, but the Japanese farmers can not expect any large returns for their money and labour from the farms. In East Mongolia the roads to the South of Cheneiatun are so bad that no one except the natives can carry on any agricultural enterprises in those parts. Moreover, there is little room for aliens to occupy any place. The districts available for the Japanese are, therefore, only barren lands in South Manchuria and a strip of land to the North of Changchun in East Mongolia. Such is at least the view held by the authorities of the South Manchuria Railway Company and the Kwantung Government General. The investigations into the land questions in Manchuria are indeed very defective and incomplete. Even the Agricultural Station belonging to the South Manchuria Railway Company have no adequate materials for the supply of any information regarding the subject. The company is said to have decided to despatch a commission composed of experts to those districts to complete the investigations regarding land.

Mineral deposits also are not so rich in Manchuria except in Fushun, Yantai, Kuan-cheng, Huoshihling, Niutshintai, and Fenchuan. Among others the principal veins in Manchuria are at Hsiao-shih, Salmassu, Hsichiu, Fuchou, Chiapikou, Tungkuangling and Chien-shan. They are mostly worked by natives on a small scale. Even if Japanese capital be employed it is doubtful if they will yield much profit. The copper, gold, and silver mines also are of insignificant value owing to the small percentage of pure ore contained. In East Mongolia also there are some mineral veins, but nothing is known about them. In any event it must be long before they are worked. For conducting investigations into these points every assistance has been given by the Geographical Laboratory of the South Manchuria Railway Company. If the result of the investigations be satisfactory the company has never refused any help and proved a great stimulant to the Japanese enterprises in Manchuria so far, but not now that the company has been reorganized. In the Japanese business community therefore assistance from Chosen is eagerly expected.—*Asahi*.

ARMAMENT TOOL STEEL.

THE DEMAND FOR MOLYBDENUM.

At the present time there is an exceptionally large demand in this country for the so-called "special steels," that is to say, steels which are specially hardened. This class of steels is much used in connection with armament work, and particularly for making machine tools, the war and tool of which in our large engineering works is just now abnormally high. These "special steels" are made by the addition of various comparatively rare metals, such as tungsten, manganese, vanadium and molybdenum, to steel, and their importance may be gathered from the fact that in Germany all stocks of these metals are being commandeered by the Government. In the United Kingdom molybdenum is at present in so great request that the ore is now selling at £540 per ton. The Imperial Institute has given considerable attention for many years past to the materials from which these metals are prepared. During 1913 more than half of the world's molybdenum came from Australia, principally from Queensland and New South Wales. But it is widely though usually sparingly distributed throughout most of the British Empire. It occurs, for instance, in amongst other parts of the Empire, South and Western Australia, New Zealand, Canada, South Africa and India. In the British Isles it has been met with in the Cornish copper and tin mines and in quarries in Leicestershire, and it is said to have been worked in Inverness and Cumberland. The Imperial Institute communicated some time ago with the various producing countries in the Empire with reference to the present special opportunities of disposing of molybdenum, with a view to increasing the British output and encouraging prospectors in likely districts not yet worked.

The *Times* Military correspondent wrote recently:—"There can be no doubt of the success of the new armies, which are composed of magnificent material, can march right well, can shoot fairly, and will be found with artillery which will steadily improve, and with auxiliary services, and a good stamp. Without any doubt, and including troops already on the ground, we shall be able to place a million men in the field in the principal theatre this summer, and we shall have in reserve at home more than a million more, counting all categories of our forces, and excluding troops despatched to secondary theatres."

GERMANY'S LETHAL GASES.

NATURE OF THE POISON.

The following letter was received by the Secretary for War from Dr. J. S. Haldane, F.R.S.:—
General Headquarters,
British Expeditionary Force,
27th April, 1915.

To Earl Kitchener, Secretary of State for War.

My Lord,—I have the honour to report that as requested by you yesterday morning, I proceeded to France to investigate the nature and effects of the asphyxiating gas employed in the recent fighting by the German troops. After reporting myself at General Headquarters I proceeded to Baillieux with Sir Wilnot Herringham, Consulting Physician to the British Force, and examined with him several men from Canadian battalions, who were at the No. 2 Casualty Clearing Station, suffering from the effects of the gas.

These men were lying struggling for breath, and blue in the face. On examining the blood with the spectroscopic and by other means, I ascertained that the blueness was not due to the presence of any abnormal pigment. There was nothing to account for the blueness (cyanosis), and struggle for air, but the one fact that they were suffering from acute bronchitis, such as is caused by inhalation of an irritant gas. Their statements were that when in the trenches they had been overwhelmed by a irritant gas produced in front of the German trenches, and carried towards them by a gentle breeze.

One of them died shortly after our arrival. A post-mortem examination was conducted in our presence by Lieutenant McNece, pathologist by profession, of Glasgow University. The examination showed that death was due to acute bronchitis and its secondary effects. There was no doubt that the bronchitis and accompanying slow asphyxiation were due to the irritant gas.

Lieutenant McNece had also examined yesterday the body of a Canadian sergeant, who had died in the clearing station from the effects of the gas. In this case, also, very acute bronchitis and oedema of the lungs caused death by asphyxiation. A deposition by Captain Bertram, 5th Canadian Battalion, was carefully taken down by Lieutenant McNece. Captain Bertram was then in the clearing station, suffering from the effects of the gas and from a wound. From a support trench, about 600 yards from the German lines, he had observed the gas on a small patch of all, a white smoke rising from the German trenches to a height of about 3ft. Then in front of the white smoke appeared a greenish cloud, which drifted along the ground to our trenches, not rising more than about 7ft. from the ground when it reached our first trenches. Men in these trenches were obliged to leave, and a number of them were killed by the effects of the gas. He made a counter-attack about 15 minutes after the gas came over, and saw 23 men lying dead from the effects of the gas on a small stretch of road leading from the advanced trench to the supports. He was himself much affected by the gas still present, and felt as if he could not breathe.

The symptoms and the other facts so far ascertained point to the use by the German troops of chlorine or bromine for purposes of asphyxiation.

There are also facts pointing to the use in German shells of other irritant substances, though in some cases at least these agents are not of the same brutally barbarous character as the gas used in the attack on the Canadians. The effects are not those of any of the ordinary products of combustion of explosives. On this point the symptoms described do not the slightest doubt in my mind.

Professor H. B. Baker, F.R.S., who accompanied me, is making further inquiries from the chemical side. I am, my Lord, your obedient servant,

J. S. HALDANE.

Dr. John Scott Haldane, F.R.S., who has conducted the investigation for the War Office, is a brother of Lord Haldane. He is a graduate in medicine of Edinburgh University and an M.A. of Oxford and an LL.D. of Birmingham. For many years he has been engaged in scientific investigation, and has contributed largely to the elucidation of the causes of death in colliery and mine explosions. He is the author of a work on the physiology of respiration and air analysis.

Professor Baker, F.R.S., who is carrying out chemical investigations into the nature of the gases, is Professor of Chemistry in the Imperial College of Science and Technology, London. He was a Scholar in Natural Science at Balliol. He has conducted important experiments into the nature of gases.

Sir Wilnot Herringham, M.D. Oxon., is a physician to St. Bartholomew's Hospital and Vice-Chancellor of the London University. Lieutenant McNece, M.B., M.Ch., Glasgow, a Carnegie Research Fellow, is assistant to the Professor of Pathology in Glasgow University and has conducted many investigations of an important character in pathology and chemical pathology.

CHLORINE AND BROMINE. The investigation which has been conducted by Dr. Haldane indicates the use of chlorine or bromine in the asphyxiating gas. Chlorine is a greenish yellow gas much heavier than air. It causes a sense of suffocation when inhaled, and rapidly sets up inflammation of mucous membranes. It is probably the most effective of all gases that might be employed for the purpose of killing men in warfare.

Bromine is a still heavier gas than chlorine. At ordinary temperatures it is a dark brownish red liquid of most irritating smell. It is very volatile and boils at 58°C. Its vapour is yellowish green and becomes less transparent when heated. It acts like chlorine as a violent irritant to mucous membranes. Large quantities of bromine are produced at Strassfurt in Germany.

Germany is a signatory to the Declaration at The Hague Conference of 1909 interdicting the use of asphyxiating gases.

KNIGHTHOOD FOR MR. HO TUNG.

SIR ROBERT HO TUNG.

His Excellency yesterday received a telegram from the Secretary of State for the Colonies to the following effect:

"It gives me much pleasure to inform you that His Majesty has been graciously pleased to approve of a Knight Bachelor for Mr. Ho Tung."

It is understood that Mr. Ho Tung will take the name of Sir Robert Ho Tung.

THE NEW KNIGHT'S CAREER.

Sir Robert Ho Tung, who is 52 years of age, was born in Hongkong and has lived here practically all his life. He was educated in private Chinese schools and subsequently in Queen's College. On leaving school he joined the indoor staff of the Imperial Maritime Customs at Canton, but resigned in 1880 and joined the firm of Messrs. Jardine, Matheson & Co. in Hongkong as Assistant Comptroller and Manager of the native branch of the Hongkong Fire Insurance Co., Ltd., and the Canton Fire Insurance Co., Ltd. He was appointed Chief Comptroller in 1884 and retired in 1900 owing to the indifference of his health. Mr. Ho Tung was thus connected with the firm of Messrs. Jardine, Matheson & Co. for over twenty years. The high estimation in which his services were held by the firm was expressed in a letter to Mr. Ho Tung in which the firm said: "Our intercourse with you during all these years was of the most cordial nature and your exceptional ability, tact and sound judgment in all commercial matters were fully recognised and appreciated by the successive partners in our firm."

The new Knight is one of the largest property owners in the Colony. He has always taken the greatest interest in enterprises having for their object the development, progress and prosperity of Hongkong, and has served on the directorates of many local companies. Many old residents will doubtless recall the prominent part Mr. Ho Tung took in the reorganisation of the Hongkong Hotel. At a time when the shares were down to 1/2 and unsaleable at that, as no dividend had been paid for years, he, as a shareholder, advocated at an annual meeting the appointment of a Committee of Investigation, and with Mr. Parfitt and Mr. Osborne he was invited to make the investigation in association with the Directors. The result of that action was the reorganisation of the business, and from that time the Hotel has continued to flourish into the splendid concern it is today. Sir Robert Ho Tung at the present time is a Director of the Hongkong Land Investment and Agency Co., the Hongkong Reclamation Co., the Hongkong Electric Tramway Co., the Hongkong, Canton and Macao Steamboat Co., and the Kum Hing Knitting Co.

In the course of the past twenty years or so Sir Robert Ho Tung has been a generous benefactor to educational and philanthropic institutions in the Colony, and he did some valuable public work in the Colony before the state of his health, unfortunately, checked his activities in that direction. He was Chairman of the Tung Wah Hospital in 1899 and was instrumental in obtaining the sanction of the Government and the co-operation of the Chinese in the removal of plague patients under hygienic conditions and medical supervision from the Colony, without giving rise to any friction and to the satisfaction of all concerned, an achievement in which those days was something to be proud of. He was the promoter of the Tung Wah Extension, which necessitated the raising of a sum of about \$150,000 for the new building. He was also the promoter of the Plague Hospital for the treatment of plague cases. The provision of this institution greatly mitigated the practice which obtained among the Chinese of smuggling plague patients into Canton and the neighbouring Chinese territory. It might also be mentioned that while Chairman of the Tung Wah Hospital he rendered able assistance to the Government in the removal of the old mortuary near the slaughter-house to the present site. Sir Robert Ho Tung is one of the oldest members of the Committee of the Po Leung Kuk and is a Justice of the Peace. He was a member of the Committee which organised the local commemoration of Queen Victoria's Diamond Jubilee; he was also a member of the Committee which received H.R.H. the Duke of Connaught on the occasion of his visit to the Colony; he was on the Committee of the South African War Fund in 1899; the Kwangsi Famine Fund, the Tung Wah Advisory Board and others. He has given largely of his wealth to the philanthropic and other public objects

mentioned above, as well as to many others. We may mention in this connection his donation of \$10,000 to the Prince of Wales' Fund for the relief of distress occasioned by the war; and his liberal donations to the Typhoon and Canton Flood Relief Funds. The Helena May Institute, and, in short, all the local charitable institutions, whether under European or Chinese management, have been assisted by him.

His benefactions to Education have been especially notable. He founded a scholarship at Queen's College, was the donor of the Kowloon School for Children of British parentage, and when the movement to establish a University in Hongkong was inaugurated Mr. Ho Tung was one of the largest contributors to the Endowment Fund. At the beginning of the present year Mr. Ho Tung made two magnificent additions to his benefactions to the University. One of these was an immediate gift of \$50,000 to the Endowment Fund, with the proviso that part of the income therefrom should be devoted to a chair of Clinical Surgery tenable at the Civil Hospital. The second gift, one of \$5,000 a year for ten years, also benefits the Endowment Fund, including his original contribution of \$10,000 to the Endowment Fund, this generous benefactor, at the end of ten years, will have made contributions to the funds of the University totalling one hundred and ten thousand dollars.

Sir Robert Ho Tung has never had a seat on the Legislative Council, though about eighteen years ago, during the Governorship of Sir William Robinson, he was invited to fill a vacancy which was expected to occur when Sir Kai Ho Kai (then Dr. Ho Kai) went to Shanghai to join H.E. Shing Kung Po. Dr. Ho Kai, however, did not remain in Shanghai but returned to Hongkong before his leave had expired and retained his seat on the Council. During Sir Henry Blake's administration Sir Robert Ho Tung was offered a seat on the Sanitary Board when it was reorganised, but did not accept it as he was then contemplating a trip to Europe and America.

When the war broke out, Sir Robert offered his services to the Government in any capacity and particularly to import rice from Saigon and Bangkok and to sell it at cost price in the Colony during the time of war. For this he was mentioned in Sir Henry May's despatch relating to the loyal attitude of the Chinese community and he received the thanks of the Secretary of State. In this connection we must not omit to mention the recent joint gift of an aeroplane to the British Government by the new knight, his two brothers and three other Chinese gentlemen.

Sir Robert Ho Tung has always been a public-spirited citizen, and in addition to the services to the Colony enumerated above, we believe we may say that there are certain other important directions in which he has worked and continues to work for the future welfare and prosperity of the Colony.

In view of all this it is scarcely necessary to add that the news of the King's recognition of his benefactions and services to the Colony will be received with pleasure and satisfaction by his many friends.

CORRESPONDENCE.
THE TREES IN STATUE SQUARE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—Your contributor in to-day's *Daily Press* falls into the same error as "Roderick Random" did last week in referring to the trees planted along the foot-path of Royal Square as Bauhinia Blakeana. All those planted some months ago are certainly Bauhinia Variegata, and although it is difficult to distinguish those recently planted on account of the poverty of leaves and the stems being wrapped in straw, I fancy these are Bauhinia Variegata also. There are a few Bauhinia Blakeana, but these are planted here and there on the turf-covered portion inside the railings. Although Bauhinia Variegata is not so gorgeous as Bauhinia Blakeana, having smaller leaves and smaller and paler flowers, it has a more delicate type of beauty, its flowers vary from pink mauve to pale peach blossom tint, whilst those of Bauhinia Blakeana are one colour only, viz., deep mauve, almost magenta.

I am afraid you give me more credit than I deserve about the trees recently planted, as the avenue from Royal Square to the Hongkong Club running from West to East consists of three Bauhinia Variegata only. I am sure everybody would like to see this stretch fully planted also. It would complete a good work at the cutting down of the solitary elm in the middle of the road, which would be no loss. Perhaps this will be done when the Authorities have finished repairing the road in that quarter.—Yours truly,

LINNAEUS.

COMPANY MEETING.

A. S. WATSON & CO., LTD.

The thirtieth annual ordinary general meeting of the above was held at the Hongkong Hotel yesterday, at noon. Mr. Henry Humphreys presided, and those also present were:—Sir Paul Chater, C.M.G., Mr. H. P. White and the Hon. Mr. Lau Chu Pak (Director), and Messrs. D. E. Clark, F. W. Stapleton, Ho Fook, E. Seth, F. T. Chapple, J. Spittles, J. M. Wong, and W. Muskit, with Mr. J. A. Tarrant (Secretary).

The Secretary read the notice convening the meeting, after which

The CHAIRMAN said:—Gentlemen,—I propose, with your permission, to take the report and statement of accounts as read. The net profit for the year, viz., \$101,113.66, can, I think, be regarded as satisfactory in view of the fact that trading receipts during the last four months of the year fell off considerably, that we had to pay considerable sums for war risks, and that the loss on silver and subsidiary coinage amounted to the large total of \$25,079.56. This is easily a record, representing as it does nearly 3 per cent. on our capital. In this connection, it will be instructive to refer to our losses on coinage for the

previous three years. They are as follows:—1911 \$14,123.02, 1912 \$16,191.30, 1913 \$18,836.52. The further and bigger jump in 1914 points to a deplorable condition of currency, the continuance of which must exercise a baneful influence on trade generally. Over and above all this our losses on exchange—remittances from Shanghai and Tientsin amounted last year to \$5,448.25. In previous years either the loss on such remittances was nominal or there was a small profit. I will now refer to such items in the accounts before you, as, I think, call for special comment. First, I will take the item "Stocks in Trade." This you will observe has increased by \$80,010.00. It was to be expected that there would be a considerable increase of stocks if only for the reason that trade during the first eight months of the year was very good and larger indents had been sent home, to cope with the increased business. When the later shipments arrived, trade had dwindled, with the result that we held unusually large stocks at the end of the year; this was particularly the case in the Aerated Water Factory and Chinese Department. As regards the Soda Water Factory, the increased stock consists, for the most part, of mineral water bottles and corks. As the cost of these has recently gone up considerably, the extra stock may be regarded as a blessing in disguise. With regard to the Chinese Department, the increased stocks were caused by dealers buying much less during the last few months of the year. This Department was affected more than any other by the war, and the enormous discount on subsidiary coins. A decided improvement, however, has since set in, and at the end of April last, the whole of our stock of leading lines had been bought up. Apart from the foregoing reasons, the lower rate of exchange ruling in 1914 would tend to increase dollar values of imported goods. Local and general liabilities have gone up in sympathy with our increased stocks, but as some set-off the mortgage on remaining portion of Section D, of Inland Lot 1028 and the buildings thereon has been paid off in full as stated in the report. The additions to aerated water and other machinery and plant amounting to \$31,341.53 have been on a somewhat larger scale than usual. The Shanghai Aerated Water Factory and the Amoy Ice Factory being chiefly responsible, the latter receiving an entirely new ice plant. The old ice plant, which was completely worn out, has been sold, and realized a little more than its book value. With regard to the amount mentioned in the report as recovered from the Chinese Government and placed to credit of reserve fund, you may remember that in June, 1913, I stated that it was necessary to cover these losses, but that if our claims were subsequently met, whatever we got would be put back to reserve. This has accordingly been done, and we trust the further transfer of \$10,058.31, bringing the fund up to a round sum of \$170,000, will meet with your approval. Mr. A. H. Mancill, who was for some years secretary of the Company, and afterwards was appointed agent in Shanghai, left us on the 31st December last, and has taken up the profession of a public accountant, for which he is well qualified. He has been appointed our local auditor for Shanghai and Tientsin. I have no further remarks to make, gentlemen, but if any shareholder has any questions to ask, I shall be pleased to answer them.

There were no questions, whereupon The CHAIRMAN proposed the adoption of the report and accounts as presented. Mr. Ho Fook seconded, and this was unanimously agreed to.

The CHAIRMAN proposed, and Mr. CHAPPLE seconded, the re-election of Mr. H. P. White and the Hon. Lau Chu Pak as members of the Company. On the proposition of Mr. CLARK, seconded by Mr. STAPLETON, Messrs. F. Maitland and C. Bernard Brown were appointed auditors for the year at a remuneration of \$50 each.

This was all the business and the CHAIRMAN announced that dividend warrants would be ready on the following day.

DIVIDENDS OF PUBLIC COMPANIES.

HONGKONG AND CHINA GAS COMPANY.

The directors of the Hongkong and China Gas Company, Ltd., recommend a dividend of 6 per cent., free of income-tax, for the year, placing \$1,000 to general reserve, \$1,000 to reserve for meeting fluctuations in exchange, and carrying \$26,710 forward.

EASTERN TELEGRAPH CO.

The directors of the Eastern Telegraph Company, Ltd., announce that, subject to final audit, the accounts for the year ended December 31st, 1914, show that after making a contribution to the general reserve fund, payment of interest on the 4 per cent. mortgage debenture stock, dividend on the 3 1/2 per cent. preference stock and three interim dividends of 2 1/2 per cent. each on the ordinary stock to September 30th last, there is a balance available, out of which the directors recommend the payment of a final dividend of 2 1/2 per cent., and a bonus of 2 1/2 per cent., both free of income tax, and payable on May 15th, making with previous payments on account a total distribution of 7 per cent. on the ordinary stock for the year ended December 31st, 1914. The distribution was the same last year.

EASTERN EXTENSION A. AND C. TELEGRAPH CO.

The Eastern Extension-Australasia and China Telegraph Company, Ltd., announce that, subject to confirmation by the shareholders on May 11th next, the Directors of this Company have declared a dividend for the quarter ended December 31st last of 2s. 6d. per share, together with a bonus of 4s. per share, payable, free of income tax, on 12th June, making, with the three interim dividends already paid, a total distribution of 7 per cent. for the year 1914. For 1913 the distribution was the same. The share Register will be closed from 4th to 11th inst., both days inclusive.

THE P. & O. DIVIDEND.

The Directors of the Peninsular & Oriental Steam Navigation Company announce a dividend at the rate of 5 per cent. per annum on the Preferred stock (less income tax), and an interim dividend at the rate of 10 per cent. per annum on the Deferred stock of the Company (free of income tax) for the half-year ended March 31st last. The dividend of 10 per cent. on the Deferred stock has hitherto been distributed at the rate of 3 1/2 per cent. as an interim dividend, and of 6 1/2 per cent. as a final dividend, but the directors believe it will be more convenient to the stockholders to equalise the distributions; they are, therefore, paying 5 per cent. as an interim dividend on this 5 per cent. as an interim dividend on this 5 per cent. Warrants will be posted on May 20th.

DAIREN EXPORT RETURNS.

The export returns for the port of Dairen for the month of April last give a total of 29,002 tons, showing an increase of 3,989 tons over the corresponding period of last year, but a ponding of 38,946 tons from the preceding month. In addition, coals worth Tls. 38,800, S. Y. 1,303,300, and G. Y. 1,001,800 were exported. Altogether 122,530 tons went to Japan; 2,910 tons to China; 64,388 tons to China; 9,110 tons to the South Seas; 10,847 tons to Europe; and 2,077 tons to Vladivostok. The principal exports consisted of 35,236 tons Fushun Coal; 31,932 tons Beans; 97,306 tons Bean Cake; 10,487 tons Bean Oil; 7,796 tons Kaoliang; 5,180 tons Indian maize; 2,150 tons Millet; 2,175 tons seeds, etc.

The principal ports of destination follow:—

	Tons.
Yokohama	36,269
Atsuta	13,060
Kobe	23,978
Nagasaki	3,178
Lungkou	3,410
Seiton (Taishan)	3,504
Hongkong	2,925
Saigon	4,300
London	9,059
Hull	207
Stockholm	80
Shimizu	4,195
Yokkaichi	5,550
Moji	6,937
Takao	4,438
Chefoo	5,201
Shanghai	35,027
Canton	35,269
Manila	4,810
Liverpool	81
Gotenberg	50
Marseilles	50

SHIPPING NOTES.

The returns of vessels totally lost, condemned, etc., published by *Lloyd's Register*, show that in the last quarter of 1914 Japan lost five steamers, namely, the *Atsugawa Maru*, 2,313 tons gross, and the *Manju Maru*, 1,081 tons, through collision; the *Nagato Maru*, No. 6, 2,111 tons, and the *Taiyo Maru*, 997 tons, wrecked; and the *Daito Maru*, No. 2, 1,311 tons, foundered.

As might be expected, the war is greatly interfering with the operations of the Suez Canal, the shrinkage of £1,500,000 in the receipts for the 10 days to April 30th, 1914, aggregate decrease since Jan. 1 to £15,650,000. The big shipments of wheat from India, under the much-criticised Government purchase, will presently be bringing much grief to the company's mill.

The output of the Clyde shipbuilding yards during April constitutes a new low "record," the total being only 7,450 tons, spread over three vessels. This shows a decline of over 50,000 tons as compared with the corresponding month of last year. For the year to date there is a decline of 43,000 tons. This year's output includes naval work. All the yards on the Clyde are now engaged on Government contracts, although there is still a shortage of labour. Conditions in this respect tend to improve.

INTIMATIONS

LANE, CRAWFORD & CO.

(ESTABLISHED 1850).

(TELEPHONE 1741).

TOBACCO

HIGH-CLASS BRIAR PIPES

FROM

LOEWE, "MASTA"

B. B. B.

PRESENTATION CASES.

CIGAR AND CIGARETTE HOLDERS
TOBACCO POUCHES.

DUTCH AND MANILA CIGARS.

SMOKING MIXTURES AND

PLUG TOBACCOS.

EGYPTIAN AND VIRGINIAN CIGARETTES.

ALL WELL-KNOWN AND FOPULAR BRANDS KEPT IN STOCK.

LANE, CRAWFORD & CO.

PRINTING & BINDING

OF EVERY DESCRIPTION EXECUTED AT THE OFFICES
OF THE

"HONGKONG DAILY PRESS,"

WHICH ARE REplete WITH ALL THE LATEST AND MOST UP-TO-DATE
APPLIANCES FOR THE PROMPT PRODUCTION OF
"HIGH-CLASS WORK."

ILLUSTRATED CATALOGUES.

PRICE LISTS.
CIRCULARS.

BALL AND CONCERT PROGRAMMES.

INVITATION CARDS.

VISING CARDS.

AND

COMMERCIAL STATIONERY

OF EVERY DESCRIPTION

EXECUTED WITH NEATNESS, ACCURACY AND DESPATCH
UNDER EXPERIENCED EUROPEAN SUPERVISION, AT REASONABLE
PRICES.

BOOK-BINDING

IN ALL ITS BRANCHES.—

MACHINE-RULING, GOLD-LETTERING, MARBLING, Etc.

EXECUTED ON THE PREMISES AT THE SHORTEST NOTICE.

LAW WORK A SPECIALITY.

LEDGERS AND ACCOUNT BOOKS;

AT PRICES WHICH COMPARE FAVOURABLY WITH THOSE OF ANY
OTHER ESTABLISHMENT IN THE FAR EAST.

ESTIMATES FURNISHED.

10A, DES VŒUX ROAD, HONGKONG.

FRENCH LESSONS

G. MOUSSON,

15, MORRISON HILL ROAD.

[602]

ON SALE

HONGKONG HANBAO REPORT
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1914.

REVISED BY THE M. MEMS.

PRICE \$5.

DAILY PRESS OFFICE.

Hongkong, 26th February, 1915

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT BOMBAY

For Demand Drafts on London on the day
of or preceding the departure of the
English Mails; also Table of the
Yearly Approximate Average

for 30 years,

FROM 1874 TO 1902.

PRICE \$2. CASE.

On Sale at the DAILY PRESS Office or
Local Booksellers.

NEW ADVERTISEMENTS

HARBOR LAUNCH AT NIGHT

THE Launch "MOLLIE" has been granted a Special Permit for the month of June to take Officers on board their Ships at 10 P.M. and Midnight, from 10 P.M. to 11 P.M. Tickets may be taken on board at \$1.00 per head.

During the daytime the Motor Launch "JESS" will be available from QUEEN'S STATUE WHARF for Passengers to the Harbour at the same terms.

WILLIAM C. JACK & Co., Ltd.
Hongkong, 4th June, 1915. [629]

BANKRUPTCY No. 63 of 1914.

Re CRUZ, BASTO & COMPANY, late of Prince's Building, Victoria, Hongkong, Merchants.

A FIRST DIVIDEND is intended to be declared in the above matter. Creditors who have not proved their Debts by the 4th day of July, 1915, will be excluded. Dated this 4th day of June, 1915.

C. A. DA ROZA, Trustee. [630]

BANKRUPTCY No. 43 of 1914.

Re The CHI WO & COMPANY, lately carrying on Business at No. 20, Wing Wo Lane, Victoria, Hongkong, Ship-Owners.

A FIRST and FINAL DIVIDEND is intended to be declared in the above matter. Creditors who have not proved their Debts by the 4th day of July, 1915, will be excluded. Dated this 4th day of June, 1915.

C. A. DA ROZA, Trustee. [631]

ON HIS MAJESTY'S SERVICE.

TENDERS are invited for the supply of

CARPENTERS, FITTERS, CAULKERS, PLUMBERS, BLACKSMITHS and HAMMERMEN, PAINTERS and SCRAPERS, SHORHMEN and LEATHERWORKERS, to H.M. NAVAL YARD.

Forms of Tender can be obtained at the Chief Constructor's Office, H.M. NAVAL YARD, Hongkong, and should be filled in and returned as indicated in Tender Form not later than Noon, SATURDAY, the 12th June.

C. D. J. BELL, for Chief Constructor.

H.M. NAVAL YARD, Hongkong, 20th May, 1915. [610]

NOTICE.

ANY EUROPEAN desiring to leave the Colony should apply in writing for permission to do so to the PROVOST MARSHAL-Head Quarters Office, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height, complexion and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes to the PROVOST MARSHAL at Head Quarters Office between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Hongkong, 20th January, 1915. [507]

NOTICE.

ALL Persons applying to the PROVOST MARSHAL for Passes are requested in future to apply between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Hongkong, 16th February, 1915. [522]

WANTED.

A EUROPEAN SECOND ENGINEER for H.M. Tug "ATLAS." Rate of pay \$7.00 per day for seven days per week. Apply to Engineer Commander W. W. REED, Chief Engineer, H.M. Dockyard.

Hongkong, 3rd June, 1915. [626]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of Every Description in Stock.

Developing, Printing and Enlarging. Canton varieties in Various Shades.

Telephone 1219.

Hongkong, 4th February, 1915. [516]

報新外中港香

CHUNG NGOI SAN P.

(Chinese Daily Press).

PUBLISHED DAILY.

Is the oldest and still immovably the best Advertising medium among the Native Community.

Established for over FIFTY YEARS.

Circulates largely throughout Southern China.

Indo-China, etc.

Terms for Advertising (Translation free) can be obtained at the Office 10A, Des Voeux Road Central, Hongkong, 131, Fleet Street, London or from the different Agents.

Documents translated from or into Chinese or Colloquial Chinese.

INTIMATIONS

HONGKONG GYMKHANA CLUB.

THE SECOND GYMKHANA MEETING of the Season will be held at HARPER VALLEY TO-MORROW (SATURDAY), the 5th June, 1915, commencing at 3.30 P.M. The Charge of Admission will be \$1 for others than Members of the HONGKONG JOCKEY CLUB or GYMKHANA CLUB. Soldiers and Sailors in uniform Half-Price. The Committee invite the Ladies of Hongkong to be present.

Hongkong, 2nd June, 1915. [625]

CHEAP SALE FOR 15 DAYS ONLY.

THE Undersigned will sell at a Clearance Cheap Sale Clothing Materials comprising the following:—Japanese Silk, Satin, Taffeta, English Satin, Umbrellas, Sunshades, Towels, Velvet, Velveteen and Sandries.

H. HIPTOOLA & Co., 13 and 15, D'Aguiar Street.
Hongkong, 1st June, 1915. [614]

FOR SALE.

All kinds of

FOREIGN POSTAGE STAMPS

ALBUMS, and other

PHILATELIC GOODS.

At Prices to suit any Buyers.

GRACA & CO.,

CANN ROAD, No. 111A.

Hongkong, 1st April, 1915. [645]

NEW CARTRIDGES.

BY popular English Manufacturers.

In all Bore and Sizes.

SMOKELESS POWDER and CHILLET

SHOT. From No. 10 to 55SG. at \$6, 97 and

\$1.53 per 100. SPORTING REQUISITES

and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 4th February, 1915. [559]

ORDER AT ONCE.

THE

DIRECTORY

AND

CHRONICLE

FOR CHINA, JAPAN, ETC.

FOR THE YEAR

1915.

INDISPENSABLE TO EVERY

BUSINESS MAN.

To be obtained from THE—

HONGKONG DAILY PRESS OFFICE

and

LOCAL BOOKSELLERS.

1,850 PAGES—PRICE \$10.

The alterations this year are unusually heavy

owing to changes incidental to the War.

Hongkong, 16th March, 1915.

TO LET.

From 1st March.

GODOWN, No. 6, Duddell Street.

Apply—

A. B. AYASIA,

Care of E. PARANBY,

No. 1, Duddell Street.

Hongkong, 2nd February, 1915. [514]

TO LET.

"BISHOP'S LODGE SOUTH," No. 11

THE PRAX, Unfurnished, 5 Rooms,

"SHORCLIFFE," Garden Road (Bowen

Road level), 6 Rooms Furnished.

ONE LARGE SHOP in Queen's Road

Central (opposite Hongkong Hotel).

No. 2, CAMERON VILLAS, 32, THE

PRAX (Furnished).

"WOODBURY," No. 4, Bankow Road,

Kowloon.

No. 1, CAMERON VILLAS, No. 61, THE

PRAX, Furnished, Immediate possession.

No. 3, DES VUEX VILLAS, 52, Mount

Kaillett, The Peak (Furnished or Unfurnished).

No. 25, BELLIOS TERRACE, with

entrance on Conduit Road.

No. 27, BELLIOS TERRACE, with

entrance in Conduit Road. In very good order.

3 ROOMS, suitable for Offices, 1st Floor,

Queen's Road Central.

"WESTVARD HO," Bonham Road.

"EGGERSFORD," No. 124, THE PRAX,

Unfurnished (6 Rooms), from 1st May, 1915.

"MERRION," No. 5, THE PRAX, Unfurnished

(6 Rooms).

ROOMS in BEACONSFIELD and 55,

ELGIN TERRACE.

"HOGATE," Anson Road, Kowloon.

No. 2, DES VUEX VILLAS, 51, PRAX

(Unfurnished).

ROOMS, suitable for Offices, on the First

Floor of No. 3, Duddell Street.

No. 13, THE PRAX (CAMERON VILLAS

Apply to—

LINSTEAD & DAVIS,

2nd Floor, Alexandra Buildings

Hongkong, 2nd April, 1915. [61]

HOUSES TO LET

TO LET.

FURNISHED, including a splendid Piano, "FAIR VIEW," No. 3, Robinson Road, containing 6 Rooms, with ample Servants' Quarters.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 1st June, 1915. [616]

TO LET.

2ND FLOOR No. 1, DUDDELL STREET,

for Office or Dwelling.

Apply within.

Hongkong, 1st June, 1915. [616]

TO LET.

BRITISH CONCESSION, SHAMEEN,

CANTON.

JUST Completed: Building of Modern Fire-Proof Structure; Electric Light and Hot and Cold Water Installation throughout. Good Office and Godown accommodation. Three self-contained Flats. Occupation and July. Inspection invited.

Apply—

T. E. GRIFFITH, Ltd.,

Canton, 28th May, 1915. [611]

TO LET.

OFFICES in ALEXANDRA BUILD-

INGS.

Apply—

SECRETARY,

A. S. WATSON & Co., Ltd.

Hongkong, 28th May, 1915. [618]

TO LET.

HOUSES in "KORRES BUILDINGS"

and "ROSE TERRACE," Kowloon.

Apply to—

SPANISH DOMINICAN

PROSECUTION.

Hongkong, 12th May, 1915. [601]

TO LET.

A HOUSE at Observatory Villas, Kowloon.

Apply to—

ARABATON V. APCAB & Co.

Hongkong, 16th March, 1915. [593]

TO LET—AT THE PEAK.

NO. 2, STEWART TERRACE,

Furnished and newly done up.

Apply—

H. M. POLLOCK,

Prince's Building.

Hongkong, 20th January, 1915. [69]

TO LET.

A HOUSE in Knutsford Terrace

Kowloon.

Apply—

THE HONGKONG LAND INVEST-

MENT & AGENCY Co., Ltd.

Hongkong, 1st March, 1915. [615]

TO LET.

"WINDSOR LODGE," Kimberley

Road, Kowloon, 6-Roomed House

with Tennis Court.

"PENNYHREW," Minden Row, Kowloon,

6-Roomed House with Tennis Court.

2 and 3, MINDEN VILLAS, Kowloon,

5-Roomed Houses with Tennis Court.

FOUR-ROOMED HOUSES in Gordon

Terrace and Salisbury Avenue, Kowloon.

FLATS in Nathan Road, Kowloon.

A FLAT in Humphrey's Buildings, Kowloon.

Apply to—

HUMPHREYS ESTATE & FINANCE

Co., Ltd.

Alexandra Buildings.

Hongkong, 18th May, 1915. [580]

TO LET.

HOUSES in OLIFTON GARDENS,

Conduit Road.

OFFICES, facing the Harbour between the

Hongkong Club and West Office.

58, THE PRAX "THE RETREAT"

21, WONG-NEI-CHONG ROAD,

GODOWNS, New Prax, Kennedy Town.

GODOWNS, at Waichai Road.

Apply, etc.

THE HONGKONG LAND INVEST-

MENT & AGENCY Co., Ltd.

Hongkong, 1st April, 1915. [58]

TO LET.

OFFICES in St. George's BUILDING

Second Floor, Overlooking Harbour

Immediate possession.

Apply to—

SHEWAN, TOMES & Co.

Hongkong, 3rd December, 1914. [59]

TO LET.

THE GROUND FLOOR of No. 6, DES

VUEX ROAD CENTRAL, occupied

by Midland Garage, etc.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 10th February, 1915. [572]

TO LET.

QUEEN'S BUILDING.

TO LET, the South-West portion of the

FIRST FLOOR, including Treasury

on Ground Floor, lately in occupation of the

German Bank.

GODOWN, No. 9, Ice House Street.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY Co., Ltd.

Hongkong, 1st March, 1915. [56]

INTIMATION

E

stands for Excellent, and anyone

who drinks our E PORT, E

SHERRY, E WHISKY

or E BRANDY can be in

no doubt that the letter E

signifies excellence of a high order

and good value for money. By

buying in bulk from the very best

firms, and bottling ourselves, we are

able to give our customers better

value for money than we could by

importing the same thing by the

case. There is an old saying "Wines

mature in bottle, Spirits in cask."

That is the reason *d'être* of

our magnificent wine vaults, which

challenge comparison with anything

of the kind not only in Hongkong

but the Far East. There our wines

are bottled off soon after they arrive,

but our spirits, except for a small

stock to meet daily requirements,

are kept in wood. That

THE WAR.

ATTEMPTED AIR RAID ON LONDON.

RESULTS IN ENHANCED RECRUITING.

ACTIVITY ON ALL FRONTS.

ISTORY OF DARDANELLES FIGHTING.

VALUE OF GERMAN COMMUNIQUE.

FRANCO-BELGIAN FRONT.

(THROUGH REUTER'S AGENCY.)

BRILLIANT FRENCH ACHIEVEMENT.

AND THE VALUE OF GERMAN COMMUNIQUE.

PARIS, June 3rd.
4.50 p.m.

The value of the German communiqué is evidenced by the recent announcement in Berlin that the German withdrawal from a small garrison from the village of Ablain, unnoticed by the enemy, in order to avoid useless losses. The fact is that the French capture of the last portion of Ablain, on the 28th and 29th May, was a most brilliant feat. It was a lovely day when the infantry, exhilarated by the sunshine, rushed to the assault of a German stronghold in a cemetery. The tombs were thrown down, and a sunken road beyond was reached. Along this the French rushed back and surrounded the Germans, a hundred of whom were shot or bayoneted, and the remaining four hundred capitulated. The French second line was about to advance when they were startled by the apparition of a dense column of Germans running out with hands raised and leaping like hares. Fearful annihilation was caused by the enemy's own artillery, and those who reached the French lines were panting.

Everything occurred within a quarter of an hour. Night was falling, but the French rushed on and captured a group of houses, and then a fort with full stores and supplies. There was half an hour's battle with land grenades, but the German resistance was feeble. Next morning the vicarage, the church and the remaining houses were captured, the remainder of the enemy perishing either by the bayonet or by fire. The German artillery mercilessly bombarded comrades and foes alike when they saw that the village was lost.

THE BRITISH BAYONET.

PARIS, June 3rd.
1.45 a.m.

A communiqué states:—The British stormed a chateau at Hooze, near Zonnebroke, with the bayonet.

The French repulsed a counter-attack south east of Neuville, afterwards advancing and taking prisoners. The French division which captured Carey, Ablain, and the Souchez refinery took 3,100 prisoners, and buried 2,600 Germans between May 6th and June 1st, itself losing 2,600, mostly wounded.

THE RESOLUTE FRENCH.

PARIS, June 2nd.
4.00 p.m.

An official communiqué states:—The French are fighting resolutely in the region of Arras.

They have taken 450 prisoners at Neuville St. Vaast alone.

BRIGADIER-GENERAL WOUNDED.

LONDON, June 3rd.

Brigadier General Phillip Chetwode has been wounded.

AIRSHIP ACTIVITY.

(THROUGH REUTER'S AGENCY.)

THE ZEPPELIN RAID.

INQUEST ON VICTIMS.

LONDON, June 3rd.

At the inquest on the two Zeppelin victims the Coroner complimented the Metropolitan on its quietness and coolness. As he had always said, enhanced recruiting was the best answer to a Zeppelin raid.

The deceased were found kneeling together side by side, the husband's arm being around his wife. The clothes were burned off.

The verdict of the jury was to the effect that two peaceable civilians had died of suffocation and burns, and that they were murdered by Germans.

Another woman, who jumped from a building to escape from the fire, is dead.

THE AIR RAID ON LONDON SUBURBS.

(BRITISH FOREIGN OFFICE CABLES.)

LONDON, June 1st.
7.25 p.m.

The Admiralty announce that Zeppelins were seen near Ramsgate and Brentwood and certain outlying districts of the metropolitan area late last night. During the raid about 90 bombs were dropped in various localities not far distant from each other. A number of fires broke out, only three of which were large enough to require the services of fire engines. All the fires were promptly and effectively dealt with, only one necessitating a district call. All the fires were caused by incendiary bombs. No public buildings were injured. A number of private premises were damaged by fire or water. The casualties are small; so far as they have been ascertained they are: One infant, one boy, one man, and one woman killed; another woman so seriously injured that her life is despaired of. A few other private citizens were seriously injured. The precise numbers have not yet been ascertained.

THE NEAR EAST

(THROUGH REUTER'S AGENCY.)

DARDANELLES OPERATIONS.

HAND TO HAND FIGHTING.

LONDON, June 3rd.

The Press Bureau announces that yesterday there was close hand to hand fighting on our northern front at the Dardanelles. We rushed two maps with the intention of filling in the excavations made, but heavy bombardment compelled one party to retreat, the other holding on to its position between the firing lines. This necessitated heavy artillery support, and the enemy replied vigorously, regardless of expense. Throughout this fighting the enemy again lost heavily. In the southern section the Turks last night repeatedly attacked the French right, and twice re-occupied the fort which was captured on May 28th. They were twice driven out, and the new French line now remains intact.

NAVAL ACTIVITIES.

(THROUGH REUTER'S AGENCY.)

BRITISH STEAMER TORPEDOED.

LONDON, June 3rd.

The British steamer *Saidie*, of the Khedival line, bound from Alexandria to Hull, was torpedoed in the North Sea, and seven of the crew and a stewardess were drowned in the lowering of a boat. The remainder were rescued by a trawler.

ITALIAN FRONT.

(THROUGH REUTER'S AGENCY.)

ITALY'S SUCCESS.

ROME, June 3rd.

An official announcement states that the Italians have firmly occupied a ridge at Montenegro, seven thousand feet high across the Isonzo. This is the most important Italian success up to the present, the first main Austrian barrier of defence having been penetrated.

The enemy's repeated violent counter-attacks were everywhere repulsed, but they indicate the Austrians serious view of the situation.

ITALY'S WAR FINANCE.

LONDON, June 3rd.

The Press Bureau announces that the Chancellor of the Exchequer, the Governor of the Bank of England, and the Financial Secretary to the Treasury will meet the Italian Minister of Finance at Nice this week to discuss the financial questions arising out of Italy's entry into the war.

RUSSIAN FRONT.

(THROUGH REUTER'S AGENCY.)

A RUSSIAN COUP.

PETROGRAD, June 3rd.

A Russian patrol captured General Pritwitz, the German Commander at Libau, along with several officers, and the Russians also killed or captured the General's escort. The General himself was slightly wounded.

The battle at Bural and Rawka is regarded as merely a diversion from Galicia, where a momentous decision is approaching. The forts which the Germans attacked are from twenty to twenty-five miles from Przemyel.

GENERAL.

(THROUGH REUTER'S AGENCY.)

HERR DERNBURG.

NEW YORK, June 3rd.

The Allies have granted Herr Dernburg safe conduct on his return to Germany. He sails via Norway on the 12th inst. on a Norwegian steamer.

UNITED STATES AND MEXICO.

WASHINGTON, June 3rd.

President Wilson, in a manifesto to the nation, declares that the United cannot permit the anarchical conditions in Mexico to continue indefinitely, and he calls upon the faction leaders in Mexico to unite and to organize a Government, otherwise the United States will intervene.

CHIVALRY OF VON SPEE.

A TOAST AND A PREMONITION.

The Hon. W. Allardice, ex-Governor of the Falkland Islands, who has been appointed to the Bahamas, arrived at and in conversation said people in this country scarcely realized how many anxious days and nights they on the islands spent when the German Fleet was at large.

After the Coronel battle, in which the *Monmouth* and the *Good Hope* were sunk, the Government papers were buried during the night as a precaution. A German sailor, rescued from von Spee's squadron, told a nurse in the Port Stanley Hospital that the Germans had planned to demand the Falkland Islands by shell fire and then land and demand the surrender of the islands. This plan was prevented by the arrival of the British squadron which sank the German ships.

Mr. Allardice said he had been told that after the Coronel battle the German colony at Valparaiso gave a banquet to celebrate the victory. The first toast was "Damnation to the British Navy." Admiral von Spee at once rose and said that neither he himself nor his officers would respond to the toast, and they withdrew. The steps near the door were covered with flowers, and the Admiral said, "I think you had better keep these for my grave. They may be wanted."

(THROUGH REUTER'S AGENCY.)

BIRTHDAY HONOURS LIST.

SIR ROBERT HO TUNG.

LONDON, June 3rd.

The Birthday Honours List includes the following:—

BARONS.

The Rt. Hon. Sir Francis Bertie, G.C.B., Ambassador to Paris.

Sir Kenneth Muir Mackenzie (formerly of the Indian Civil Service).

PRIVY COUNCILLORS.

Lord Robert Cecil, K.C., M.P.

Sir John Jordan (H.M. Minister to Peking).

Mr. F. D. Acland, M.P.

Mr. H. T. Baker, M.P.

Mr. G. Cave, K.C., M.P.

Mr. H. Duke, K.C., M.P.

Mr. J. M. Robertson.

BARONETS.

Mr. Frank Bowden (a cycle manufacturer).

Mr. A. H. Crofield (M.P. for Warrington 1905-10).

Mr. R. T. Lyle (a member of the Sugar Commission).

Mr. E. A. Goulding, M.P.

Sir H. Norman, M.P.

Sir Gilbert Parker, M.P.

KNIGHTS BACHELOR.

Mr. Robert Ho Tung, Hongkong.

Mr. A. W. Renton, Chief Justice of Ceylon.

KNIGHT OF THE GARTER.

Lord Kitchener of Khartoum, Secretary of State for War.

G.C.B.

The Rt. Hon. Sir George Buchanan, Ambassador to St. Petersburg.

The Rt. Hon. Lord Reading, Lord Chief Justice of England.

General Bruce Hamilton.

K.C.B.

Lieut.-General E. Bethune.

Lieut.-General W. P. Campbell.

Lieut.-General Watkin.

Major-General W. Birkbeck.

Major-General Scott-Moncrieff.

Baron Moulton.

C.B.

Major-General Foy, Indian Army.

Colonel Bingley, Indian Army.

Colonel R. H. Ewart, Indian Army.

Colonel Beynon, Indian Army.

Mr. Malcolm Seton, of the India Office.

G.C.M.G.

Rt. Hon. Sir James Rennell Rodd, H.M.'s Ambassador to the Court of Italy.

C.M.G.

Mr. Michael Bowes, Collector of Customs, Ceylon.

Mr. W. G. Maxwell, Adviser to the Kedah Government.

Brigadier-General Ridout, in recognition of services rendered in the disturbances at Singapore.

Mr. W. M. Hewlett, Acting Consul at Shanghai.

Mr. H. L. Duff, Nyassaland.

Major Bryant, for military services in Togoland.

Lieut.-Colonel Maroix (honorary C.M.G.) for military services in Togoland.

THE PREMIER'S LIST.

The Premier's list contains twenty knightships, including:

Mr. C. E. Fryer, Superintending Inspector of the Board of Agriculture and Fisheries.

Dr. F. Needham, H.M. Commissioner in Lunacy.

Mr. Edward Rigg, C.B., I.S.O., Superintendent, Operative Department, Royal Mint.

Mr. G. L. Chiozza-Money, M.P.

Mr. W. Pearce, M.P.

Dr. J. Mackenzie (Heart Specialist).

Mr. W. F. Nevill (Stockbroker).

(THROUGH REUTER'S AGENCY.)

OTHER HONOURS.

Major Wigam, Equerry to H. M. the King, has been promoted brevet-Colonel.

Various honours are conferred on men prominently connected with the ordnance and ammunition factories.

The Distinguished Service Order for Gallantry in the Dardanelles has been awarded to eleven Australians.

Australasians also figure largely in the list of those on whom Military Crosses or Distinguished Conduct Medals have been conferred.

The *Gazette* contains a list of 328 awards of Distinguished Conduct Medals conferred on non-commissioned officers and men for gallantry and devotion to duty in Flanders.

GIFTS FROM HONGKONG.

INTERESTING LETTERS.

We are informed by Lady May that this week the following garments have been sent (through the courtesy of the shipping firms) by the women of Hongkong to Mrs. Eden, Jackannes Work Society, 94, Marlborough Mansions, West Hampstead, N.W., for our soldiers at the front and Belgian Refugee children:—

68 pairs men's socks.

10 men's flannel shirts.

9 doz. net covers for food.

24 parcels containing complete sets of clothes for children from 3 to 5 years old.

2 children's white coats. In addition 201 garments have been sent to Miss Lloyd Thomas, 116, Murray Street, Hoxton, N., to distribute amongst Belgian Refugees.

The following correspondence has been forwarded to us by Lady May for publication:—

Friary Court,
St. James' Palace, S.W.
26th April, 1915.

DEAR LADY MAY,—Your last consignment from Hongkong has just arrived, and we are perfectly delighted with the splendid contribution that you have sent us, and I hope you will convey to the ladies of Hongkong our very grateful thanks for the wonderful way in which they are helping us. We get such pathetic appeals from the French, Belgian and Serbian troops, and never seem to have enough to meet the demand, so you can realise how welcome your case is.

We are now devoting all our energies to making bandages and garments for Hospitals, and have closed the Women's and Children's Department.

I am enclosing you the last statement I sent to the Press, as it may interest you to see how we are getting on.

With very grateful thanks for your practical sympathy, I remain, Yours very truly,

ANNIE LAWLEY,
Hon. Secretary.

Q. M. N. G.
St. James' Palace, S.W.
Friary Court.

Sir,—As Hon. Secretary of the Q.M.N.G. I am commanded by Her Majesty the Queen to ask you to be so kind as to let it be known throughout your paper, that though parcels will be received as usual, the offices at Friary Court will be closed from the 1st April to the 13th April.

The Q.M.N.G. has now had 7½ months of continual work, during which time over a million garments have been received, and distributed in 2,225 grants. From various enquiries made it is felt by Her Majesty the Queen that, with the approach of summer, the necessity for warm comforts no longer exists, nor for clothing for women and children, but owing to the duration of the war and the large number of casualties every week, there is an increased demand for all necessities and comforts for our wounded and convalescent soldiers in the many hospitals at home and abroad. Several thousand more beds have to be fully equipped. Her Majesty, therefore, invites all those who have so generously helped the Q.M.N.G. in the past, to devote their energies in the future to making any of the following for hospital use:

Shirts, Pyjamas Slippers, Towels, Bandages, Night shirts, Dressing gowns, Sheets, Feather pillows, and Linen.

In addition to these, socks for men will be wanted all through the summer.

Voluntary effort has indeed been splendid, and generous contributions have been received from:—

Argentina, Athens, British Columbia, British North Borneo, Barbadoes, Bermuda, Batavia, Buenos Aires, California, Cape Colony, Orange Free State, Natal, Rhodesia, Transvaal, Tebubaland, Chili, Corea, Canada, Ceylon, Christiania, Chamael Islands, Demerara, Dominica, Egypt, Federated Malay States, Fiji, Geneva, Hongkong, India, Japan, Jamaica, Madagascar, Malacca, Mauritius, Malakand, Manchuria, Naples, New Zealand, New South Wales, Queensland, Victoria, Nova Scotia, Oporto, Penang, Perak, Rio de Janeiro, Russia, Singapore, Shanghai, Siam, Stockholm, Trinidad, Tasmania, Thursday Island, U.S.A., Zululand,—a truly marvellous proof of the sympathy with the cause of the Allies which is being felt in every corner of the civilized world.

Her Majesty recognises in this generous response to her appeal on behalf of our soldiers and sailors, a determination on the part of the women of the Empire to emulate the magnificent example of loyalty which the men of greater Britain has given to the world.

In making this new appeal to the workers, the Queen is co-operating with the Society of St. John of Jerusalem and the British Red Cross Society, and Her Majesty feels confident that it will not be made in vain.—

Yours faithfully,
ANNIE LAWLEY,
Hon. Secretary.

March 27th, 1915.

CULTIVATING CHINESE INDIGO.

The shortage of the supply of synthetic indigo in the markets of the world as a result of the war in Europe and the consequent high prices for imported indigo in Chinese markets has led to a revival of the native production of indigo in various parts of the country. Considerable activity in this line, says the U.S. Consul-General George E. Anderson, of Hongkong, is reported in the districts immediately tributary to Hongkong and Canton, notably in Fushan, Chao-yang, and neighbouring districts.

Chinese importers of indigo also report that there is a renewal of the cultivation of the plant in the Yangtze Valley, particularly in the Canal country about Hangchow. It is impossible to estimate the increase in the production of the dye, but it is well to recognise the fact that indigo production is one of China's oldest industries. The Chinese developed their own process of making the dye and have used their native product for many centuries before foreign dyes were known. The production of native indigo has continued all the time, and in many districts of the country foreign dyes are still comparatively rare.

During the last ten years, however, agents of German dye manufacturers have been among the most active of all foreign representatives and they have extended their trade in all lines of dyes, including synthetic indigo, far into the interior districts, where other foreign goods are all but unknown. The synthetic indigo can be manufactured and delivered well into the interior of China at lower cost than the native product. However, when the price of foreign dye rises to such points as have been reached during the present war the native product becomes the cheaper. The Chinese people, with that adaptability which characterises practically all lines of the foreign import trade in the country, and especially such lines as cotton, piece goods and similar staple articles, then turn to their native product which they had been using for hundreds of years before foreigners were known.

The imports of aniline dyes into China in 1913 were valued at \$3,849,329, those of artificial indigo at \$7,173,500, and of vegetable indigo at \$11,500. Belgium and Germany furnish practically the whole of the aniline colours, about 15 per cent. of the trade being handled through Hongkong. Belgium and Germany also furnish practically the whole of the artificial indigo, Germany furnishing about twice as much as Belgium. A considerable portion of this trade also is handled through Hongkong. Hankow and Newchwang are the chief centres of import, though nearly all of the ports in South China import considerable quantities for their dyeing industries as well as for general distribution.

With this immense import trade in indigo it is unlikely, of course, that there will be any of the native product available for export, for the time being at least. Local production will only have the effect of lessening the demand upon foreign supplies of the dye. A continuation of present high prices for dyes, and especially of indigo, however, will lead to a great development of the old-time industry in China, and will materially affect all markets in such materials.

IMPRISONMENT OF BRITISH OFFICERS.

THE THIRTY-NINE VICTIMS.

On April 24th the Secretary of State for Foreign Affairs issued the following communication:—

LONDON, April 24th.

The American Ambassador presents his compliments to his Majesty's Secretary of State for Foreign Affairs, and with reference to the telegraphic message referred to in the last paragraph of the Note Sir Edward Grey was good enough to address to him on the 19th instant asking for the names of the thirty-nine English officers in Germany who have been placed under arrest as a reprisal for the treatment of German submarine crews in England, has the honour to quote the following telegram he has just received from the Ambassador at Berlin:—

List of officers is as follows. These are the men referred to in yesterday's wires as being on soldiers' rations:—

CAPTAINS.

Robin Grey, Royal Flying Corps.

George Elliott, Royal Irish Regiment.

Coke, Scots Guards.

Jump, 2nd Dragoons.

Montgomery, 7th Dragoon Guards.

Sponcer, Middlesex Regiment.

Ashton, 2nd Life Guards.

LIEUTENANTS.

Houldsworth, Gordon Highlanders.

Master of Saltoun, Gordon Highlanders.

Goschen, Gordon Highlanders.

Campbell, Royal Horse Guards.

Hunter Blair, Gordon Highlanders.

Ivan Hay, 5th Lancers.

Keppel, Coldstream Guards.

Lord Garlick, Scots Guards.

Trarford, Scots Guards.

Colin Campbell, Argyll and Sutherland Highlanders.

Fitzroy, Scots Guards.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	MALTA Capt. C. G. Smith, R.N.R.	Daylight 5th June.	Freight and Passage.
LONDON VIA USUAL PORTS	ORIENTAL Capt. A. L. Valentini	Noon 5th June.	See Special Advertisement
SHANGHAI, MOJI, KOBE, KARMALA and YOKOHAMA	... Capt. H. G. Evans, R.N.R.	About 8th June.	Freight and Passage.
LONDON VIA SINGAPORE, PENANG, COLOMBO, NAGOYA and PORT SAID	... Capt. A. B. Garwood, R.N.R.	About 10th June.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

Subject to immediate alteration without Notice.

For Further Particulars apply to:-

E. A. HEWETT,
Superintendent.

Hongkong, 1st June, 1915.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
NEWCHANG	"KAWNOSE"	On 4th June, 2 P.M.
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 5th June, 4 P.M.
SHANGHAI	"CHENAN"	On 6th June, Daylight
SWATOW, AMOY and SHANGHAI	"TAMSUI"	On 6th June, Daylight
HAIKOW	"KATONG"	On 7th June, 11 A.M.
MANILA, CEBU and ILOILO	"TAMING"	On 8th June, 4 P.M.
SHANGHAI	"AMUI"	On 8th June, 4 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 15th June, 4 P.M.

DIRECT SAILINGS TO WEST LIVERPOOL Twice Weekly.

SS. "LINTAN" and SS. "SANUI"

MANILA LINE-TWIN-SCREW STEAMERS "CHINHUA", "TAMING"

and "TEAN". Excellent Saloon accommodation; Electric Fans fitted; Extra

State-rooms on Deck, etc. on "TAMING" and "TEAN".

SHANGHAI LINE-THE TWIN-SCREW STEAMERS "ANHUI"

and "CHENAN" and the SS. "KANCHOW", "LIANGCHOW", "LUCHOW",

and "YINGCHOW", having excellent accommodation, with Electric Light throughout

and Electric Fans in the Saloons and Dining Saloon; maintain a fast schedule, service

between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every

Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze

and Northern China Ports.

These Steamers Load Passengers in Shanghai, avoiding the inconvenience of

transshipment at Woosung.

For Freight or Passage apply to:-

BUTTERFIELD & SWIRE,

Hongkong, 4th June, 1915. TELEPHONE 55. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light, Excellent Cuisine.

FOR

SWATOW, AMOY AND FOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN" ...	Capt. A. H. Stewart	FRIDAY, 4th June, at 2.30 P.M.
"HAITIAN" ...	Capt. J. W. Evans	TUESDAY, 8th June at 2.30 P.M.
"HAICHING" ...	Capt. W. C. Pismore	FRIDAY, 11th June, at 2.30 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to:-

DOUGLAS LAPRAIK & Co.,

GENERAL MANAGERS.

Hongkong, 3rd June, 1915.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "ITOLA" 5,357 tons, Captain Butler, will be despatched for SHANGHAI, KOBE and MOJI on 19th June.

WESTWARD

S.S. "DUNERA" 5,397 tons, Capt. Maure, will be despatched for SINGAPORE, PENANG RANGOON and CALCUTTA on 8th June.

S.S. "JAPAN" 5,713 tons, Capt. C. P. Seddon, will be despatched for SINGAPORE, PENANG and CALCUTTA on 5th June.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 4th June, 1915. AGENTS.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MANILA SCHEDULE (SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	24th June.	On 22nd June, 10 A.M.
EMPIRE		On 17th July, 10 A.M.

The above Steamers are fitted with Refrigerator Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO.,
AGENTS.

TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Displacement Tons and Speed.	Leave Hongkong.
CHIYO MARU	22,000—21 knots	TUES., 8th June.
TENYO MARU	22,000—21 knots	TUES., 29th June.
* NIPPON MARU	11,000—18 knots	TUESDAY, 13th July.
SHINYO MARU	22,000—21 knots	TUES., 27th July.

* Via MANILA, Omitting Shanghai.

Steamer via Shanghai leaves at Noon.

at 10.30 A.M.

FIRST CLASS TO LONDON	£71.10.	RETURN (6 MONTHS) £120.
" " " NEW YORK	£60.	" " " £96.10.
" " " SAN FRANCISCO	£45.	" " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the Pacific Mail S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS.

MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines.

and the Trans-Siberian Railway.

Passengers may Travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, SALINA CRUZ, PANAMA, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
KIYO MARU	17,200—15 knots	Saturday, 10th July.

For Full Particulars as to Passage and Freight, apply to:-

K. DOI, Acting Agent,

King's Building.

TELEPHONE 29.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.

OUTWARD

FOR	STEAMER	TO SAIL
SHANGHAI, KOBE and YOKOHAMA	ATLANTIQUE	On 14th June.
(Without Transshipment)		
MADEIRAS via SAIGON and PORTS	CORDILLERE	On 12th June, 1 P.M.
(Without Transshipment)		

HOMEWARD

ALL STEAMERS FITTED WITH WIRELESS.

Weekly branch line from Saigon to Haiphong.

Branch line connecting every four weeks at Colombo, for Ceylon's

State Rooms 1st, 2nd and 3rd Class.

Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

For further particulars apply to

P. THOMAS, AGENT.

QUEEN'S BUILDING.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

THE AMERICAN LINE TO TACOMA AND SEATTLE

In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA AND TACOMA VIA SHANGHAI, MOJI, KOBE,
YOKKACHI and YOKOHAMA.Steamer "CHICAGO MARU" ... K. Hori ... FRIDAY, 11th June, at 3 P.M.
These Newly-Built Steamers of American Line have fair speed and are fitted with the
Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM
PENANG AND COLOMBO.

Steamer	Captain	Leaving
FOR TAMSUI AND KEELUNG VIA SWATOW AND AMOY.		
"KAI O MARU" ... Y. Yamamoto		Leaving SUNDAY, 6th June at Noon.
"DAI N MARU" ... K. Murakami		Leaving SUNDAY, 13th June, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.
Steamer "SOSHU MARU" ... A. Kobayashi ... WEDNESDAY, 9th June, at 10 A.M.

FOR HAIPHONG (DIRECT).

Steamer "KEIJO MARU" ... Inatsumi ... SUNDAY, 6th JUNE, 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

H. YAM UCHI,

MANAGER,

Second Floor, No. 1, Queen's Building.

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS	SAILING DATES
MARSEILLES and LONDON via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	HIRANO MARU Capt. H. Fraser	16,000	THURSDAY, 17th June, at Noon.
	KATORI MARU Capt. B. Kon	20,000	THURSDAY, 1st July, at Noon.
VICTORIA, B.C. and SEATTLE via KEELUNG SHANGHAI, MOJI, KOBE YOKKACHI and YOKOHAMA	AKI MARU Capt. Noma	12,500	TUESDAY, 16th June, at 4 P.M.
	TAMBA MARU Capt. Nagasawa	12,500	TUESDAY, 29th June, at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU Capt. K. Soyeda	13,500	TUESDAY, 16th June, at 4 P.M.
	NIKKO MARU Capt. Takeda	9,000	FRIDAY, 16th June, at 4 P.M.
CALCUTTA via SINGAPORE PENANG and RANGOON	TOSA MARU Capt. Takanu	12,000	MONDAY, 12th June.
BOMBAY via SINGAPORE, MALACCA and COLOMBO	RANGOON MARU Capt. H. Nomura	8,000	SATURDAY, 12th June.
KOBE and YOKOHAMA	HAKATA MARU Capt. Kawashima	12,500	THURSDAY, 8th June.
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. Ohta	8,000	TUESDAY, 20th June.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. Takeda	2,600	SUNDAY, 13th June, A.M.
SHANGHAI, KOBE and YOKOHAMA	KAMO MARU Capt. Shimizu	16,000	SUNDAY, 6th June, at 10 A.M.

* Wireless Telegraphy.

PASSENGER SEASON FOR 1915

FOR EUROPE.

Steamer	Displacement	Leave Hongkong
HIRANO MARU	16,000 Tons	Thurs., 17th June.
KATORI	20,000 "	Thurs., 1st July.
KAMO	16,000 "	Thurs., 16th July.
KASHIMA	20,000 "	Thurs., 29th July.

FOR AMERICA.

Steamer	Displacement	Leave Hongkong
AKI MARU	12,500 Tons	Tues., 15th June.
TAMBA	12,500 "	Tues., 29th June.
YOKOHAMA	12,500 "	Thurs., 8th July.
SADO	12,500 "	Tues., 27th July.
AWA	12,500 "	Tues., 10th Aug.

For Further Information as to Freight, Sailing, etc., apply to:-

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1941.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer leaves YOKOHAMA	to COLOMBO	Leave SHANGHAI HAI	Leave HONGKONG KONG	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES LES	Due at LONDON
P.M.		about	about			
May 24	ORIENTAL	June 1	June 5	MOLDAVIA	July 4	July 11
June 7	MALTA	June 14	June 18	EGYPT	July 18	July 25
June 21	SARDINIA	June 28	July 2	MEDINA	Aug. 1	Aug. 8
	NUBIA	July 13	July 16	MONGOLIA	Aug. 15	Aug. 22
July 19	ORIENTAL	July 27	Aug. 3	PERWA	Aug. 28	Sept. 4
Aug. 16	MALTA	Aug. 23	Aug. 27	NUBIA	Sept. 11	Sept. 18
	SARDINIA	Aug. 23	Aug. 27	MOBEA	Sept. 25	Oct. 2
	NUBIA	Sept. 6	Sept. 10	MALOJA	Oct. 9	Oct. 16

Passengers change Steamers at COLOMBO.
Accommodation in the connecting steamer from COLOMBO is definitely reserved in
Hongkong at the time of booking.

FARES

The Fares to London and Marseilles are as follows:-

	1st Saloon	2nd Saloon	3rd Saloon	Return
LONDON	£70.	£44.	£24.	£105.
MARSEILLES	£66.	£40.	£24.	£99.
IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR				

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS

STEAMERS	Leave Y.K.M.	Leave SHANGHAI	Leave HONGKONG	Leave S'PORE	Due at Marseilles if call at	Due at LONDON
NAGOYA	about	about	about	about	about	about
KAMATA	June 21	July 1	July 7	July 13	Aug. 12	Aug. 20
KASABAR	July 19	July 29	Aug. 4	Aug. 10	Sept. 10	Sept. 19
NOVARA	Aug. 16	Aug. 25	Sept. 1	Sept. 7	Oct. 8	Oct. 17
SIMLA	Sept. 27	Oct. 7	Oct. 13	Oct. 19	Nov. 17	Nov. 26
NANKIN	Oct. 11	Oct. 21	Oct. 27	Nov. 3	Dec. 1	Dec. 9
NYANZA	Oct. 25	Nov. 4	Nov. 10	Nov. 16	Dec. 15	Dec. 23

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON:

1st Saloon £54 Single; £81 Return, 2nd Saloon £38 Single; £57 Return

FARES TO MARSEILLES:

1st Saloon £50 Single; £70 Return, 2nd Saloon £34 Single; £50 Return

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered

without Notice.

For Further Particulars apply to:-

E. A. HEWETT,

SUPERINTENDENT.

POST OFFICE NOTICE

The Services to Germany, Austria and the Ottoman Empire are suspended.

Registered Letters to the Caroline, Ladron, Pelew and Marshall Islands can now be accepted for transmission.

INWARD MAILS.

FROM	PER	DATE
EUROPE (ENGLISH MAIL)	Malta	4th June
SHANGHAI	Hankow	4th June
AMERICA (via China)	Hankow	9th June

OUTWARD MAILS.

FOR	PER	DATE
Newchwang	Kwangsoo	Friday, 4th, 1.00 P.M.
Swatow, Amoy and Foochow	Hankow	Friday, 4th, 1.30 P.M.
Shanghai, North China	Malta	Friday, 4th, 3.15 P.M.
(EUROPE via SIBERIA)		Letters 4.00 P.M.
(Tientsin-Pukow Railway Shanghai Brit. P.O.)		
Tuesday, 8th inst.	Hankow	Friday, 4th, 4.00 P.M.
Weihsaiwei and Tientsin		
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, PORTER AND EUROPE	Oriental	Saturday, 5th, 10.00 A.M.
The Parcel Mail will be closed on Friday, 4th inst. at 5 p.m.		
Straits, Burmah and India via Calcutta	Dunera	Saturday, 5th, 2.00 P.M.
Philippine Islands	Loongsoo	Saturday, 5th, 2.00 P.M.
Swatow and Amoy	Tamsui	Saturday, 5th, 4.00 P.M.
Shanghai and North China	Chongqing	Saturday, 5th, 4.00 P.M.
(EUROPE via SIBERIA)		
(Tientsin-Pukow Railway Shanghai Brit. P.O.)		
Wednesday, 9th inst.	Kamo Maru	Sunday, 6th, 9.00 A.M.
Swatow, Amoy and Japan via Kobe	Kamo Maru	Sunday, 6th, 9.00 A.M.
Swatow, Amoy, and Tamsui	Kamo Maru	Monday, 7th, 10.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN, via NAGASAKI, HONOLULU, UNITED STATES, SOUTH AMERICA, and CANADA via SAN FRANCISCO, and UNITED KINGDOM via CANADA	Chiyo Maru	Tuesday, 8th, 1.16 A.M.
(EUROPE via SIBERIA)		
(Tientsin-Pukow Railway Shanghai Brit. P.O.)		
Saturday, 12th inst.	Hankow	Tuesday, 8th, 1.30 P.M.
Swatow, Amoy and Foochow	Tamsui	Tuesday, 8th, 3.00 P.M.
Philippine Islands	Anhui	
SHANGHAI AND NORTH CHINA		
(EUROPE via SIBERIA)		
(Tientsin-Pukow Railway Shanghai Brit. P.O.)		
Saturday, the 13th inst.	Chicago Maru	Friday, 11th, 12.15 P.M.
Formosa via Keelung, Shanghai, North China, Japan via Moji, Victoria, B.C., Tacoma, and United Kingdom via Canada	Chicago Maru	Friday, 11th, 1.00 P.M.
Swatow, Amoy and Foochow	Nikko Maru	Friday, 11th, 1.30 P.M.
Japan via Nagasaki	Nikko Maru	Sunday, 13th, 9.00 A.M.
Formosa via Keelung, Shanghai, North China, Japan via Moji, Victoria, B.C., Seattle, Wash., and United Kingdom via Canada	Ak Maru	Tuesday, 15th, 2.15 P.M.
Philippine Islands, Australia, New Zealand, Tasmania & New Guinea via Thursday Island	Tango Maru	Tuesday, 15th, 3.00 P.M.
Australia, Tasmania, New Zealand, via Port Darwin and New Guinea via Thursday Island	Changsha	Saturday, 19th, 1.15 P.M.

LOCAL AND REGULAR MAILS OUTWARD.

FOR	ON WEEK-DAYS	ON SUNDAYS & HOLIDAYS
Tai O	10.00 A.M.	—
Tai Po	10.00 A.M.	9.00 A.M.
Chung Chow	4.00 P.M.	—
Shatin, Shatin and Sheungshui	2.00 P.M.	—
Abdono, Antau, Ping Shan, Sai Kung, Santin, Stanley	4.00 P.M.	—
Canton, Wuchow and Sam Shai	7.30 A.M. Regis. 5.00 P.M. Letters 6.00 P.M.	5.00 P.M.
Maao	7.15 A.M. 1.30 P.M.	8.15 A.M.
Koongmoon and Kamehuk	6.00 P.M.	5.00 P.M.
Namtan and Sammel	6.00 P.M.	5.00 P.M.
Shamchun	10.00 A.M. 4.00 P.M.	9.00 A.M.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

IT MUST STRIKE YOU NOW THAT "FREEZOR"

ELECTRIC FANS are

KEEP you COOL.

stock in hand of

at the lowest

cash prices.

All kinds of

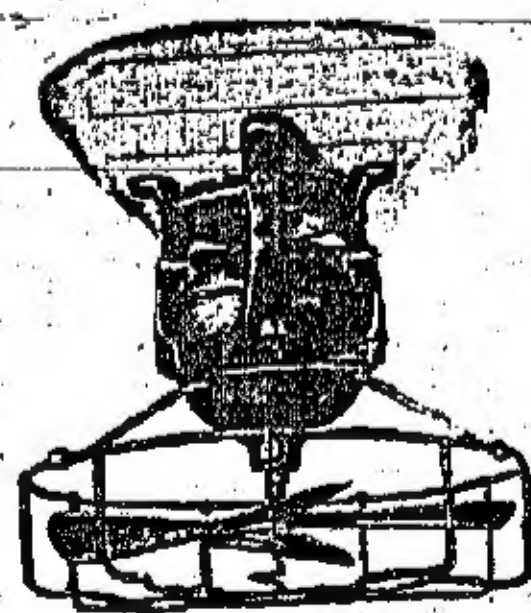
Electrical appli-

ances in stock.

Call at our Show

Rooms, 14, Des

Vieux Road Centl.



WM. C. JACK & CO., LTD.,
14, DES VIEUX ROAD, HONGKONG.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON	June 2nd.
Telegraphic Transfer	193 1/2
Bank Bills, on demand	193 1/2
Bank Bills, at 30 days' sight	193 1/2
Bank Bills, at 4 months' sight	193 1/2
Credits, at 4 months' sight	193 1/2
Documentary Bills 4 months' sight	193 1/2
ON PARIS	
Bank Bills, on demand	229 1/2
Credits, at 4 months' sight	240
ON GERMANY	
On demand	nom.
ON NEW YORK	
Bank Bills, on demand	43 1/2
Credits, at 60 days' sight	nom.
ON BOMBAY	
Telegraphic Transfer	nom.
Bank, on demand	136
ON CALCUTTA	
Telegraphic Transfer	nom.
Bank, on demand	136
ON SHANGHAI	
Bank, at sight	78
Private, 30 days' sight	nom.
ON YOKOHAMA	
On demand	88 1/2
ON MANILA	
On demand	77 1/2
ON SINGAPORE	
On demand	109 1/2
ON BATAVIA	
On demand	8 1/2 p.m.
ON HONGKONG	
On demand	8 1/2 p.m.
ON SINGAPORE	
On demand	8 1/2 p.m.
ON BANGKOK	
On demand	8 1/2 p.m.
SOVEREIGNS, Bank's Buying Rate	\$11.00 a
GOLD LEAF, 100 fine, per tola	\$57.50
BAR SILVER, per oz.	\$23.50

SHARE LIST—QUOTATIONS.
HONGKONG, 2nd June, 1915.

STOCKS.	NO. OF SHARES.	PAID UP.	CLOSING QUOTA- TIONS CASH.	RETURN ON BASIS OF LAST DIV'D.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125 all	\$180, buyers London	6 p.c.
China Bank	60,000	\$12 all	\$9 1/2, buyers	8 1/2 p.c.
China Light and Power Company, Ltd.	50,000	\$5 all	\$4 1/2, sellers	7 1/2 p.c.
China Insurance Co., Ltd.	50,000	\$1 all	\$3 1/2, buyers	8 1/2 p.c.
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10 all		
COTTON MILLS.				
Shanghai Cotton Manufacturing Co., Ltd.	40,000	Tls. 50 all	Tls. 98, buyers	
Kung Yik Cotton S. & W. Co., Ltd.	100,000	Tls. 10 all	Tls. 13 1/2	
International Cotton Manufacturing Co., Ltd.	8,000	Tls. 75 all	Tls. 80	
Laon Kung Mow Cotton S. & W. Co., Ltd.	8,000	Tls. 100 all	Tls. 84 1/2	
Booyee Cotton S. & W. Co., Ltd.	20,000	Tls. 50 all	Tls. 43 1/2	
Ewo Cotton Spin'g. & Weaving Co., Ltd.	30,000	Tls. 50 all	Tls. 43 1/2	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10 all	\$7 1/2, sales	4 1/2 p.c.
(in Liquidation)	40,000	\$7 1/2	\$34, buyers	
Dairy Farm Company, Limited				
Docks and Wharves	60,000	\$50 all	\$70, sales	5 p.c.
Hongkong & Wharfedale Dock & Co., Ltd.	50,000	\$50 all	\$62 1/2, sal. & buy	5 1/2 p.c.
Hongkong & Wharfedale Dock Co., Ltd.	50,000	\$50 all	Tls. 41	
Shanghai Dock and Engineering Co., Ltd.	50,000	\$50 all	Tls. 80	
Shanghai and Hongkong Wharf Co., Ltd.	50,000	\$50 all	\$6 5/8, sal. & sel.	7 1/2 p.c.
Green Island Cement Co., Limited	40,000	\$10 all	\$39 1/2	4 p.c.
Hongkong Electric Co., Limited	20,000	\$50 all	\$114, buyers	5 1/2 p.c.
Hongkong Hotel Company, Limited	6,500	\$25 all	\$188	8 p.c.
Hongkong Ice Company, Limited	60,000	\$10 all	\$25 1/2	6 p.c.
Hongkong Rope Manufacturing Co., Ltd.	325,000	5/-	\$5 1/8, sales	
Hongkong Rope Co., Ltd.				
INSURANCE.				
Chinese Insurance Office Co., Limited	10,000	\$250 \$50	\$163, buyers	6 p.c.
China Fire Insurance Co., Limited	20,000	\$20 \$20	\$133, buyers	7 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$250 \$50	\$387, buyers	
North-China Insurance Co., Limited	10,000	\$15 \$25	Tls. 170, buyers	6 1/2 p.c.
Yantai Insurance Society, Limited	12,000	\$250 \$100	\$297, sellers	
Yantai Insurance Association Ltd.	12,000	\$100 \$50	\$225, @ Hk 73 buyers	6 1/2 p.c.
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100 all	\$107, buyers	
Hongkong Central Estate, Ltd.	10,000	\$100 all	\$100	
Hongkong Land Reclamation Co., Ltd.	35,000	\$100, \$75	\$200	6 p.c.
Hongkong Land Reclamation & Finance Co., Ltd.	150,000	\$10 all	\$2 1/2, sellers	7 1/2 p.c.
Hongkong Land and Building Co., Ltd.	5,000	\$50 \$30	\$73, buyers	
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50 all	Tls. 106	6 p.c.
Shanghai Land and Building Co., Ltd.	12,500	\$50 all	\$71, buyers	
West Point Building Co., Limited				
Mississippi tot' Mij., Beach-ent	250,000	Gds. 10 all	Tls. 41, buyers	
Landbouw exploitatie in Langkat				
MINEING.				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1 all	\$3 1/2	
Ramb Australian Gold Mining Co., Ltd.	200,000	\$1 all	\$3.70, buyers	
Trench Mines, Limited	160,000	\$1 all	\$2 1/2, sellers	8 p.c.
Park Tramways Co., Limited	50,000	\$10 \$1	\$9.30 \$9.90	
REFINING.				
China Sugar Refining Co., Limited	20,000	\$100 all	\$113, sales	
Lyons Sugar Refining Co., Limited	7,000	\$100 all	\$27 1/2, sellers	
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25 all	\$4.85, buyers	7 p.c.
Douglas Steamship Co., Limited	20,000	\$50 all	\$40, sellers	4 p.c.
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15 all	\$23	
Lado-China Steam Navigation Co., Ltd.	60,000 def.	\$5 all	\$23, sellers	
Shell Transport & Trading Co., Ltd.	4,047,500	\$1 all	\$1 1/2, buyers	7 1/2 p.c.
Star Ferry Company, Limited	40,000	\$10 all	\$27, s. div. sel.	
South China Morning Post, Limited	5,000	\$25 all	\$28	
Steam Land & Docking Company, Limited	20,000	\$10 all	\$3.30, sellers	8 1/2 p.c.
STORES AND DISPENSARIES.				
Forrest, Wm., Limited	21,000	\$7 all	\$6, sellers	7 1/2 p.c.
Watson & Co., A. S., Limited	90,000	\$10 all	\$7 1/2	110
Union Waterboat Co., Limited	50,000	\$10 all	\$16 1/2, buyers	6 p.c.
LOANS.				
Chinese Imperial 1936	Tls. 767,200.	Tls. 250	7 1/2 p. annum	Far.
JERSON & SMITH, Share Brokers				